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Unincorporated
EDEN
Area
(portion)
Plan

a part of the
County of Alameda General Plan

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adopted by the County of Alameda Board of Supervisors.

November 3, 1983

UNINCORPORATED EDEN AREA (PORTION) PLAN:

Part of the Alameda County General Plan

Alameda County Planning Department
Policy Planning and Research Division
Adopted by the County of Alameda
Board of Supervisors
November 3, 1983

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INTRODUCTION

ORGANIZATION OF THE PLAN

The Unincorporated Eden Area (Portion) Plan is a policy framework for guiding the physical development of the community. The Plan is divided into four major sections - Introduction; General Background; Findings, Policies and Recommendations; and Glossary - which include the following:

The Introduction describes the organization of the Plan; the purpose of the plan; the legislative authority; the scope of the Plan in terms of geographic limits of the planning area, the time period, and the subject matter; the relationship of the Plan to other parts and elements of the Alameda County General Plan, and the plan development process.

The General Background section provides a general description of the planning area, historical general plan policies and proposals and characteristics of the population. The section serves as a basis for the findings, policies and recommendations.

The Findings, Policies and Recommendations section contains the summary of findings from the background reports; objectives, policies, implementation and land use recommendations for the following subjects:

- Residential Land Use
- Commercial Land Use
- Industrial Land Use
- Transportation Services and Facilities
- Public Facilities and Services

The Glossary contains terms used in this Plan.

The Appendix includes:

- Estimate of housing potential.
- Changes in policies from the General Plan unincorporated area policies. This includes all deletions and additions.

The Unincorporated Eden (Portion) Task Study Group Final Report, December, 1982, which includes the findings of the Task Study Group is under separate cover.

The Negative Declaration is also under separate cover and is not a part of this plan. Background reports completed during the development of the Plan are not included in this plan document.

PURPOSE

The purpose of this Plan is to provide a guide for public and private decisions and actions affecting the development of the planning area. The

intent is to establish the comprehensive and long term framework necessary for orderly and coordinated growth. The goal is to express the County current policies for future development in the community, both in the short and long term.

The Plan serves to detail issues and land use designations for the planning area as a part of the General Plan for the Central Metropolitan, Eden and Washington Planning Units (the General Plan). The Unincorporated Eden Area (Portion) Plan does not duplicate, but supplements the General Plan. If a subject is not covered in the plan, the General Plan policies are applied.

Any major change in Plan policies, either graphic or written, should take place in the context of a comprehensive review of the Plan. In accord with State law, a comprehensive review should take place whenever there is a major change in conditions relating to development within the planning area, such as significant change in local, regional, social, economic or environmental conditions or in local, state or national policies.

LEGISLATIVE AUTHORITY

Section 65300 of the State Government Code directs that the planning agency prepare and the legislative body of each city and county adopt a comprehensive long-term general plan.

SCOPE

PLANNING AREA

The planning area includes the Census Unincorporated Places of Ashland and Cherryland and three adjoining unincorporated areas here named Hillcrest Knolls, Hayward Acres and Happyland. This area lies between the City of San Leandro, the City of Hayward, San Lorenzo (as defined by the census Unincorporated Places designation) and Castro Valley (as defined by the 1966, 1974 and 1978 Castro Valley Plan and the Census Unincorporated Place designation). Except for Hillcrest Knolls and part of Happyland and Hayward Acres, the area generally lies between Routes 580 and 17, generally southeasterly of Bayfair. The planning area is shown in Figure 1.

PLAN PERIOD

The Plan encompasses a timeframe extending approximately twenty years into the future in order to anticipate and respond to changing needs and conditions. The Plan does not phase or set dates of objectives or populations to be achieved, rather it proposes "end state" conditions and objectives which may extend beyond the twenty years.

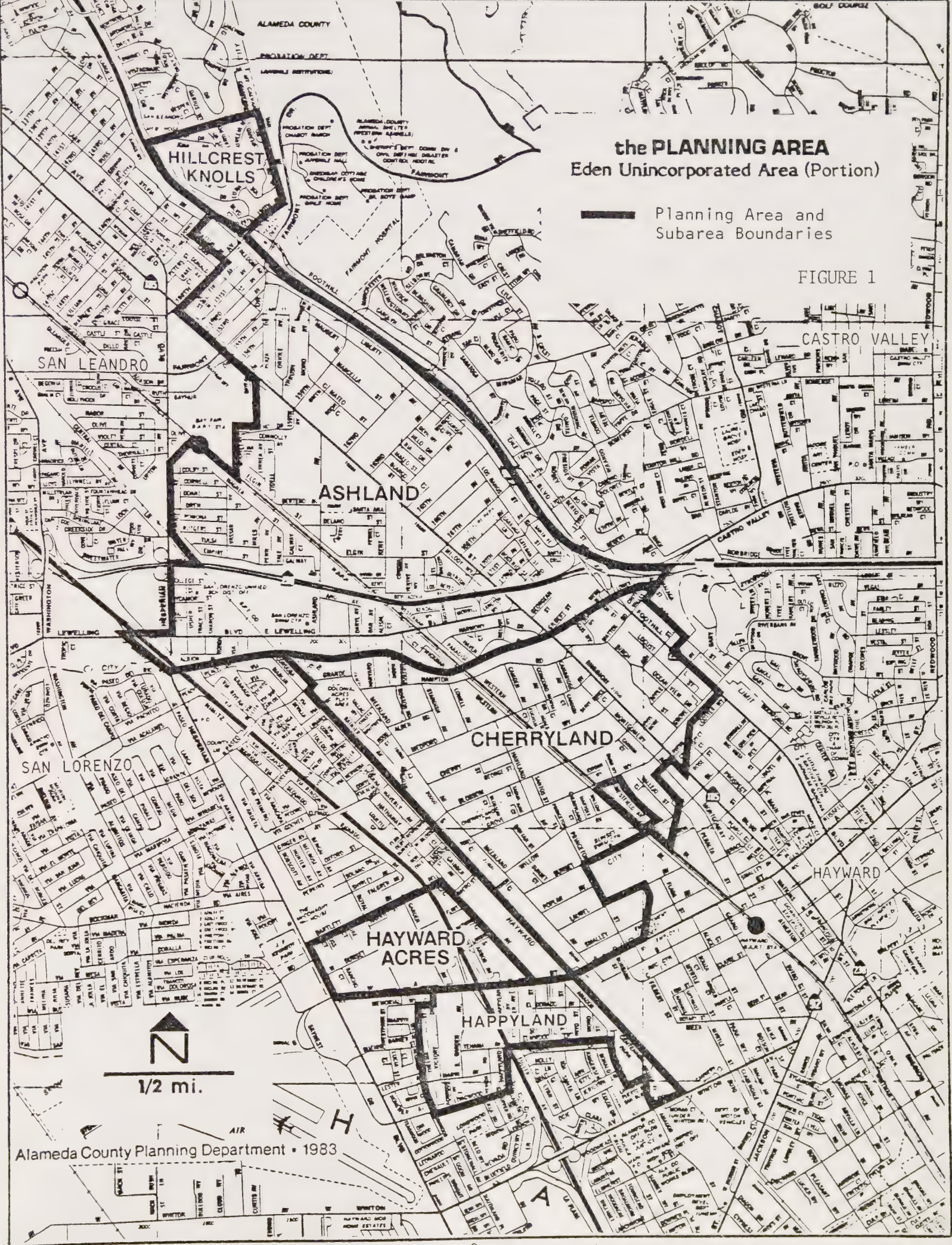
SUBJECT MATTER

The Plan focuses on issues and conditions which are of primary concern to and within the planning area; these pertain to housing and residential, commercial and industrial areas and uses, transportation services and facilities, and

the **PLANNING AREA**
Eden Unincorporated Area (Portion)

Planning Area and
Subarea Boundaries

FIGURE 1



public facilities and services. Policies not addressed in this plan but affecting the planning area are covered in the County General Plan and plan elements. Included are conservation, seismic safety, safety, noise and scenic routes policies.

RELATIONSHIP TO OTHER PARTS OF THE COUNTY GENERAL PLAN

This document is a part of the County of Alameda General Plan. It was developed as a separate document containing all necessary factual and policy materials which are normally required to guide public and private decisions affecting development and change within the planning area.

The Alameda County General Plan consists of a number of elements and documents. The document that together with this plan apply to the planning area is the General Plan for the Central Metropolitan, Eden and Washington Planning Units, adopted January 13, 1981, which incorporates by reference or amends the objectives, principles, implementations, recommendations and findings included in the following:

- . Parks and Recreation Element, adopted June 12, 1956. Amended November 21, 1968.
- . Scenic Route Element, adopted May 5, 1966.
- . General Plan, County of Alameda (Land Use and Circulation Elements), adopted May 26, 1966. Amended August 28, 1969; June 6, 1974; October 10, 1974; November 3, 1977; August 8, 1978; January 4, 1979; and December 16, 1980.
- . Open Space Element, adopted May 31, 1973.
- . Conservation Element, adopted January 8, 1976. Amended November 23, 1976.
- . Seismic Safety and Safety Elements, adopted November 23, 1976; amended August 5, 1982.
- . Noise Element, adopted January 8, 1976.
- . Housing Element, adopted August 24, 1976. Amended September 22, 1981.

To insure consistency of the General Plan policies and proposals, the principles and objectives in this plan are based on the principles and objectives of the General Plan. This Plan includes additional objectives, principles, implementations, recommendations, standards and land use proposals required to provide more specific direction to planning decisions consistent with unique local conditions and needs in the communities.

PLAN DEVELOPMENT PROCESS

In early October 1982, the Alameda County Planning Commission appointed the Unincorporated Eden Area (Portion) Task Study Group. The Task Study Group consisted of six members and two alternates to serve on two sections - Land Use; and Public Facilities and Services. The group members represented a balance of geographic areas and interests.

The Task Study Group met during the next three months to review staff background material, issues and areas of needed policy change. During the meetings of the two sections separately, then jointly, members developed a list of comments and issues and revision to draft objectives, policies and recommendations. The findings resulted in a report entitled Unincorporated Eden (Portion) Task Study Group Final Report, which is available under separate cover. Findings of the Task Study Group were incorporated into the development of this Plan.

GENERAL BACKGROUND

GENERAL DESCRIPTION OF THE PLANNING AREA

The Unincorporated Eden Area (Portion) planning area is located in the East Bay area east of San Francisco Bay, generally north of the City of Hayward, south of the City of San Leandro, west of Castro Valley and east of San Lorenzo. The terrain of the area is predominantly flat with gentle hills in the northeast corner, Hillcrest Knolls. The planning area is fully developed except for a few vacant or underutilized sites (nurseries).

The planning area is intersected by a number of natural and man-made features - San Lorenzo Creek, Highway 238, Highway 17, the Southern Pacific Railroad Tracks and the BART Tracks.

The major commercial areas are located along East 14th Street/Mission Boulevard, Lewelling Boulevard and Meekland Boulevard. There are no regional shopping centers in the planning area; however, Bayfair is adjacent to the planning area. The only major industrial area is along Meekland Boulevard. There are no regional parks in the planning area; however, there are a number of community and neighborhood parks.

The planning area is in a seismically active area of coastal California. The Hayward Fault runs along the eastern boundary.

HISTORICAL GENERAL PLAN POLICIES AND PROPOSALS

The County's first set of general plan land use and circulation proposals for the planning area were contained in its 1957 "Master Plan." This document included general background information regarding the County's population and economy; land use objectives and principles for the county, for communities in the county, and for residential, commercial, industrial, and open space areas; objectives and principles for streets and highways; and a diagram indicating, in generalized format, long-range land use and circulation proposals. The 1957 Master Plan designated the entire planning area for "Low Density Residential" use, allowing 3 to 7 housing units per gross residential area. Designated freeways included existing State Routes 17 and 238, Mission Boulevard, Kent Avenue, Ashland Avenue, Hesperian Boulevard, Lewelling Boulevard, Foothill Boulevard, Western Boulevard, Meekland Avenue and A Street.

In 1963, the "Eden Planning Unit Interim Plan" was approved, including proposed revisions to the county's land use and circulation diagram. These revisions were subsequently incorporated into the "County of Alameda General Plan," adopted in 1966. The 1963 Interim Plan and the 1966 General Plan included substantial revisions to proposals for Ashland and Cherryland. All of the Cherryland area was redesignated from Low to Low Medium Density Residential. As stated in the 1963 document, this change was "to permit development of large, deep lots of approximately the maximum density permitted by the existing zoning." The Hayward Acres-Happyland areas were also redesignated to Low Medium Density Residential: "These areas of large lots with mixed old single-family dwellings and new multiple residential uses are near the center of Hayward. This proposal conforms to existing zoning in much

of this area." The portion of Ashland southwesterly of East 14th Street which is predominantly single family residential, retained its Low Density Residential designation. Portions of the Ashland area between East 14th Street and I-580 freeway were recommended for redesignation to Low Medium and High Medium Density Residential: "Between Mono Avenue and 150th Avenue, Low Medium, reflecting existing single-family development on small lots of 4,000 square feet or less. Between Mono Avenue and 162nd Avenue - High Medium. This is an area of large deep lots, many vacant or with agricultural uses (greenhouses) or older single family dwellings. A portion of this area has been zoned for multiple dwellings at 2,000 square feet per unit. This high density seems justifiable here because of proximity to large employment centers, including Bayfair Shopping Center and Fairmont Hospital. Between 162nd and 167th Avenue, Low Medium Density, to permit development of rental units on large deep lots . . . at a density similar to that permitted by the existing zoning."

In conjunction with these land use changes, the 1966 Plan provided for extensive revisions to area circulation proposals, adding, as major thoroughfares: Fairmont Drive, with a proposed thoroughfare extension through the Bayfair Shopping Center to connect to Halcyon Drive in San Leandro; 150th Avenue between I-580 and East 14th Street; 164th Avenue between I-580 and East 14th Street, and a proposed extension to connect to Eland Way and the Bayfair BART station; Mattox Avenue and a proposed link between Mattox Road, at Foothill Boulevard, and East Lewelling Boulevard, at Mission Boulevard; Grove Way, between Foothill Boulevard and Mission Boulevard, and Blossom Way, between Western Boulevard and Hathaway Avenue, to be connected by a new link extending between Western Boulevard and Mission Boulevard; Hathaway Avenue between "A" Street opposite Santa Clara Street and Hacienda Avenue; Hacienda Avenue between Hathaway Avenue and Hesperian Boulevard; and Hazel Avenue and Simon Street, between Foothill Boulevard and Mission Boulevard. Western Avenue, designated as a major thoroughfare in the 1957 Plan, was deleted from the 1966 Plan circulation system.

In 1969 the General Plan was amended in the Bayfair area of Ashland, changing the designation of approximately 72 acres southeast of the Bayfair Shopping Center from Commercial and Low Density Residential to High Density Residential, with the intent of increasing the intensity of residential development near the BART station.

In 1975 the County initiated a comprehensive review of its countywide land use and circulation proposals and policies. The first phase of this program dealt with the Livermore-Amador Valley Planning Unit, for which a revised Plan was adopted in 1977. Plan review for the Central Metropolitan, Eden, and Washington Planning Units was initiated in the fall of 1979. The revised Plan for this area, adopted in January 1981, was formulated as a policies plan, relying primarily on written statements, rather than a single land use and circulation diagram, to convey the County's long-term, comprehensive development and conservation policy. The 1981 Plan contains two major sets of objectives, principles and implementation recommendations. The first of these pertain to the entire planning area, to the cities and unincorporated communities and areas. The second pertain to the unincorporated communities and areas and provide general guidance as to the location and character of residential, commercial, and industrial development, regarding the provision

of and development of public facilities and services, and regarding the impacts of development on services and environmental resources and hazards.

The 1981 plan emphasizes the protection and improvement of existing residential and commercial uses, calling for new development to be located and designed such that it is compatible with existing land uses. To this end, principles of the Plan provide that:

- . New single family, attached or detached unit developments proposed within existing, predominantly single family residential areas, be compatible in scale, bulk, siting, and density with surrounding residential uses;
- . New medium and high density residential projections be located either as infill within existing multi-family residential areas, or if elsewhere in the urban area, on sites accessing a major street and within convenient walking distance of convenience commercial uses, park and recreation facilities, and public transit; and
- . New commercial development be located in or adjoining existing commercial areas, with primary access to a major street and elsewhere only where there is a demonstrated need and where the proposed use will be auxiliary to the principal land uses.

In its transportation proposals the 1981 Plan calls for:

- . public transit service to be provided throughout the urban area, preferably within one quarter mile of all residences and businesses;
- . improvements to major streets where the "C" level of service is exceeded during non-peak periods, and the "D" level exceeded during peak travel periods;
- . priority to be given to measures which will provide more efficient use of existing streets and highways; and
- . for a street system which will discourage through traffic on "local" streets serving residential uses.

CHARACTERISTICS OF POPULATION

The planning area had a 1980 population of 29,032 which was a 1% decrease since its 1970 peak of 31,244. Of the 1980 total 13,893 were in Ashland, 9,425 were in Cherryland, 4,559 were in Hayward Acres and 1,155 were in Hillcrest Knolls.

Although the population of the planning area has decreased between 1970 and 1980, the number of households has increased 6.3% from 11,274 in 1970 to 11,985 in 1980. While the number of households in the planning area increased during this period, they decreased by 4.1% in Hayward Acres and 1.5% in Hillcrest Knolls. The result was an overall decrease in the average household size in the planning area from 2.69 in 1970 to 2.35 in 1980.

Between 1970 and 1980 the percentage of the population in the planning area under the age of 20 decreased from 32.3% to 25.7%, however the population in the 20-34 age group increased from 26.6% to 32.1%. All but two of the age groups in the planning area, the 20-24 and 75 and over groups, experienced a negative net migration (out-migration) between 1970 and 1980.

The racial and ethnic composition varies somewhat throughout the planning area. In 1980, the composition of the planning area was as follows: White, 79.6%, Black, 2.7%, American Indian, Eskimo and Aleut, 1.1%; Asian and Pacific Islander, 5.3% and Other, 11.3%. People in the planning area who identified themselves as being of Spanish Origin, who are counted within one of the five race categories, total 22.0%

FINDING, POLICIES AND RECOMMENDATIONS

This section contains the plans findings, policies, implementation recommendations and land use recommendations for the Unincorporated Eden Area (Portion). The findings, policies and recommendations are divided into five major categories:

- Residential Land Use
- Commercial Land Use
- Industrial Land Use
- Transportation Services and Facilities
- Public Facilities and Services

The objectives, policies and implementation recommendations are based on the findings in background reports and the unincorporated area objectives and policies in the General Plan for the Central Metropolitan, Eden and Washington Planning Units, adopted January 13, 1981. Many policies are existing (E) or modified (M) from the General Plan and others are new (N). For existing and modified policies the corresponding number in the General Plan (El.1, M1.2, etc.) is designated. Appendix B shows the changes in the General Plan policies for all new and modified objectives and principles.

The residential and commercial sections include land use maps, Figures 2 and 3, which are to be used in conjunction with the objectives and policies. (The industrial land uses are included on the maps.)

The implementation recommendations include a preliminary identification of those public agencies and other organizations (shown in parentheses) most likely to be responsible for the proposed action, recognizing also the roles of the private sector. Other agencies and private organizations and individuals not specifically stated herein may also play major roles in implementing the proposed policies over short and long terms.

RESIDENTIAL LAND USE

SUMMARY OF FINDINGS

Characteristics of Housing

- From 1970 to 1980, Alameda County's housing stock increased 17%, Hayward's 23%, San Leandro's 9% and the planning area's only 8%.
- During the decade, all of the net increase (100%) in new units in the planning area were in multi-unit structures, compared to 52% in Hayward and 68% in San Leandro.

- From 1970 to 1980, there was a 12% net increase in new units in Ashland, 5% in Cherryland, no net change in Hillcrest Knolls and 4% in Hayward Acres.
- In 1980, the share of total units in single family structures was greater in Hayward and San Leandro, with 68% and 70% respectively, than in the planning area, 56%.
- In 1980, in Ashland, 55% of the units were in single family structures, in Cherryland 60%, in Hillcrest Knolls 30% and in Hayward Acres 30%.
- In the planning area the average household size decreased from 2.70 in 1976 to 2.35 in 1980; in Hayward from 3.27 to 2.68 and in San Leandro, from 3.51 to 2.34.
- In Ashland, the average household size decreased from 2.68 in 1970 to 2.27 in 1980; in Cherryland from 2.60 to 2.29; in Hillcrest Knolls from 2.99 to 2.50; and in Hayward Acres from 2.96 to 2.70.
- In 1970, 19% of the units in the planning area were in structures built before 1940, generally the units in Cherryland are older than in Ashland.
- In 1970, the vacancy rate for the planning area was comparable to that in Hayward, but was greater than in San Leandro. In 1980, the vacancy rate in the planning area was higher than that of both Hayward and San Leandro.
- In 1970 and 1980, the median rents for all communities in the planning area were less than in Castro Valley, Dublin and San Lorenzo. In 1970 the median rent for all communities were lower than the County. In 1980, the median rents in Ashland and Hayward Acres were slightly higher than the County and in Cherryland and Hillcrest Knolls were slightly lower than the County.
- In 1980 the median rents by census tracts ranged from \$183 to \$271, regardless of size of units and amenities.
- In 1976, 49% of the housing units in the planning area were two bedroom units; 25% were studio or one bedroom units, 23% were three bedroom units and 3% were four or more bedroom units.
- The 1980 Alameda County Housing Element projects a deficiency of rental units in Ashland and Cherryland in 1990 and a surplus of sale units.

Market Analysis

- From June 1979 through May 1980, the homes in the planning area sold at a higher rate than the adjacent areas and the rest of southern Alameda County. However, this sales rate of 68% dropped to 48% in the period June 1980 to May 1981 which was lower for this period than all areas in 1980 except Hayward.

- Comparing the size of square footage of properties with residential structures sold in the planning area to a regional sample presented in the 1980 Real Estate Report, shows those in the planning area to be smaller than a Bay Area average. Within the planning area, the largest single family structures were in Hillcrest Knolls, 1284 square feet, and the smallest in Hayward Acres, 968 square feet.
- Within the planning area, in 1980, the homes sold in Cherryland had the highest value per square footage, \$77.21; this was higher than the East Bay average and higher than all subareas except North Oakland. The lowest value, within the planning area was Hillcrest Knolls, averaging \$61.02.
- The average annual growth rate of property values in the Bay Area has increased more than tenfold from the period 1967-70 to 1975-80.
- Based on owner assessment for the U.S. Census, in 1970, the median values of properties in all the census tracts in the planning area were lower than the total County and San Leandro; and all except two census tracts in Cherryland were lower than Hayward. In 1980, the median values in all the census tracts were lower than the median value in the total County, San Leandro, and Hayward.
- In 1979-80 and 1980-81, the average selling price of single family residences in the planning area was lower than the adjacent communities and southern Alameda County.
- In 1980 in southern Alameda County, San Lorenzo, San Leandro, and Hayward, the largest percentage of listed homes sold for between \$80,000 and \$99,999, in Castro Valley for between \$100,000 and \$149,999 and in the planning area for between \$60,000 and \$79,999.
- In 1970 and 1980 the planning area had a lower proportion of owner-occupied units than Hayward and San Leandro. In 1970, 1976 and 1980, Hillcrest Knolls had the highest percentage of owner-occupied units followed by Ashland, Cherryland and Hayward Acres.
- From January 1976 to January 1981, 38% of the houses in the planning area underwent a change in ownership, resulting in an 8% average annual turnover rate.
- The annual turnover rate in the planning area doubled from 5% to 9% from the 1976 to 1977 period; remained at the higher level through 1979; and dropped to 2% in 1980.
- In the unincorporated portions of Alameda County accessory units and granny flats are only permitted on lots zoned for more than one unit. Mobile homes built since 1976 on a permanent foundation can be located on any site a conventional-stick building can be located.
- Since the passage of Proposition 13, the tax rates for Hayward, San Leandro, and the unincorporated area fall within 1.1 and 1.3% of property value.

- The fee structure and cost of a building permit varies between unincorporated Alameda County, Hayward and San Leandro. In an example of building a \$50,000 home, the basic building permit fee is higher for the County than in Hayward and San Leandro; however, Hayward has construction and parks taxes which increase the total permit fee three times.
- The asking price of vacant land ranged from approximately \$3.85 per square foot to \$15.00 per square foot in 1980-81 based on zoning.
- Using generalized averages, the cost of building an "average" home is greater than the average selling price, except on a small lot zoned R-1.
- Assuming financing can be secured, if circumstances are favorable it can be economically feasible for a current owner to build an additional unit in the rear of an existing lot.

OBJECTIVES AND PRINCIPLES

OBJECTIVE 1: To ensure a supply of housing adequate to meet the need of persons and households choosing or needing to live in the planning area.
(M 1)

Principle

Implementation

- | | |
|---|---|
| 1.1 A mix of affordable housing should be provided consistent with the needs of all income groups. Priority should be given to maintaining and improving the supply of housing available to low and moderate income households. (E 1.1) | 1.1.1 Participate in state and federal housing programs. (County Housing and Community Development Division, Housing Authority)

1.1.2 Evaluate potential impacts of public and private projects on the existing housing supply. Restrict development or require that adequate replacement housing be provided when projects will result in substantial losses of low and moderate cost housing units. (County Planning Department) |
| 1.2 The housing supply should include a mix of rental and sale housing units which is consistent with demand for these types of units. (E 1.2) | 1.2.1 Utilize subdivision ordinance and/or specific guidelines to regulate the conversion of multi-family rental units to condominiums. Review zoning, site development guidelines and, as required, revise to encourage the conversion of owned housing into rentals as necessary. (County Planning Department) |

- 1.2.2 Develop information on area rental housing availability in assessing demand for rentals. (County Planning Department, County Housing Authority, Private Sector)
- 1.3 Adequate housing opportunities should be ensured for population groups with special housing needs. Housing facilities for these groups should, to the extent possible, be integrated into existing residential neighborhoods, and sited to provide convenient access to public and private services and facilities. Concentrations of subsidized housing should be avoided. (E 1.3)
- 1.3.1 Establish specific policy and guidelines to govern the location of housing for groups with special housing needs. (County Planning Department)
- 1.4 An appropriate portion of all housing, and in particular, rental housing, should be designed to meet the needs of families with children. (E 1.4)
- 1.4.1 Develop specific policy and guidelines to govern building design of family oriented rentals. (County Planning Department)
- 1.4.2 Enforce provisions of the building code; review and revise as required. (County Building Inspection Division)
- 1.4.3 Define "appropriate portion" through review of Housing Element and General Plan findings and policies and subsequently developed information. (County Planning Department)

OBJECTIVE 2: To ensure a supply of sound housing units in safe and attractive residential neighborhoods. (E 2)

Principle

- 2.1 All housing should be adequately maintained and, where required, rehabilitated to protect the health and safety of residents. (M 2.1)

Implementation

- 2.1.1 Enforce applicable provisions of the housing and building codes. (County Planning Department, County Building Inspection Division)

- 2.1.2 Require, as a condition of property transfer, building inspection and necessary repair to meet health and safety standards. (County Building Inspection Division)
- 2.1.3 Continue housing rehabilitation programs. (County Housing and Community Development Division)
- 2.2 The quality of residential neighborhoods should be maintained and improved. Incompatible residential and non-residential projects should be excluded where they would significantly impair desirable residential qualities. Public facilities in, and service to residential areas should be adequately maintained and, where necessary, improved. (E 2.2)
 - 2.2.1 Determine environmental impacts of residential and non-residential projects proposed within or adjoining residential areas. (County Planning Department, Cities)
 - 2.2.2 Utilize provisions of site review and planned development review to minimize impacts. Review and revise, as required. (County Planning Department)
 - 2.2.3 Provide adequate funding for maintenance and improvement of public facilities within and services provided to residential areas. (County Planning Department, County Public Works Agency, Services Agencies)
- 2.3 All residential projects should be sited, designed and landscaped to: ensure privacy and adequate light, air and ventilation to units and residential open space areas; provide adequate and usable private indoor and outdoor spaces; and ensure adequate visual and acoustical buffering and/or separation between residential units and adjoining non-residential units and major transportation facilities. (E 2.3)
 - 2.3.1 Enforce applicable provisions of the zoning ordinance; review and revise as necessary. (County Planning Department)

OBJECTIVE 3: To minimize the social, economic and environmental impacts of new residential development. (E 3)

Principle

Implementation

3.1 New residential development should be encouraged to locate on vacant or underutilized sites within the existing urban area, and where development would result in more efficient use of existing public services and facilities and improve housing opportunities close to employment centers, shopping areas, and major transportation facilities. (E 3.1)

3.1.1 Review and, as appropriate, revise zoning districts and regulations, and site development and planned development district standards and guidelines to favor infill developments. (County Planning Department)

3.1.2 Review and, as appropriate, revise service related development fees and assessments to encourage development in areas where minimal improvements to infrastructure would be required. (Services Agencies, County Administrators)

3.2 In terms of site planning and building design, all new residential projects should be compatible with adjoining residential uses. (E 3.2)

3.2.1 Enforce applicable provisions of the zoning ordinance. (County Planning Department, Building Inspection Division)

3.2.2 Review development potential under current zoning, and revise zoning, where required, to ensure compatibility with existing uses. (County Planning Department)

3.2.3 Utilize site development and planned development district review provisions. Review standards and revise, as required. (County Planning Department)

3.3 Residential projects should utilize a variety of housing types, unit clustering, and special construction techniques, where these will preserve natural topographic, landscape and scenic qualities. (E 3.3)

3.3.1 Establish specific policies and guidelines for development in areas of significant environmental resources and hazards. (County Planning Department)

- 3.3.2 Apply planned development district zoning to these areas. Review and, as required, revise development standards. (County Planning Department, County Building Inspection Division)
- 3.4 Development which enhances the character of the community and is consistent with the desires of local residents should be encouraged. (N)
- 3.5 The traffic impacts of new residential development should be within the level of service guidelines in this Plan. (N)
- 3.6 At the appropriate time, the boundaries of the unincorporated communities in the Eden Planning Unit should be reassessed to determine if a boundary change is warranted. (N)
- 3.4.1 Incorporate into zoning and the site review discussion. (County Planning Department)
- 3.5.1 Assess the traffic impacts of individual development projects and undertake traffic studies as necessary. (County Roads Department, County Planning Department)
- 3.6.1 Review the unincorporated community boundaries, in conjunction with background studies of the next Plan update affecting these areas. (County Planning Department)

OBJECTIVE 4: To guide new residential development, varied as to density and type, to locations where this development will be most compatible with existing residential and non-residential uses. (E 4)

Principle

Low Density Residential Uses

- 4.1 Low density residential development may locate throughout the urban area, but generally should be excluded from areas required for commercial uses, for park and public facilities, or from areas otherwise qualifying under these policies for medium and high density, multi-family residential uses. (M 4.3)

Implementation

- 4.1.1 Review zoning and revise, as required. (County Planning Department)

4.2 Within existing, predominantly single family developed residential areas, the density of new, low density residential development should be equal to the typical or average density of surrounding fully developed residential uses. (M 4.4)

4.3 Low density residential projects may include attached and/or detached residential units, provided that the development is otherwise compatible, in scale, bulk, and siting with surrounding residential uses. Attached and semi-attached unit development will be encouraged in areas where unit clustering will allow significant natural or man-made features to be preserved. (M 4.6)

4.4 All low density residential projects should provide adequate, usable open space directly accessible to each unit at the ground level. (M 4.7)

Low and Medium Density Residential

4.5 Low and medium density residential development, consisting of new detached family and/or duplex structures may locate in residential areas where existing lots are typically deep and where there is an existing mix of single family and duplex residences. (N)

Medium Density Residential

4.6 Within predominantly duplex and triplex residential areas, the density of new infill development should not exceed the typical or average density of the surrounding area. (N)

4.2.1 Review zoning and revise, as required. (County Planning Department)

4.3.1 Review zoning and revise, as required. (County Planning Department)

4.3.2 Require assessment of environmental impacts for development proposed in areas of significant environmental resources or hazards. (County Planning Department)

4.4.1 Review zoning and revise, as required. (County Planning Department)

4.5.1 Review zoning and revise, as required. (County Planning Department)

4.6.1 Review zoning and revise as required. (County Planning Department)

4.7 New infill development in areas with a wide variety of residential land uses, single family, duplex, triplexes and multi-unit structures should result in a net medium residential density. (N)

4.7.1 Review zoning and revise, as required. (County Planning Department)

Medium and High Density Residential

4.8 New medium and high density residential development, of attached and/or semi-attached units, should be located: (E 4.8)

4.8.1 Review zoning and revise, as required. (County Planning Department)

4.8.2 Adopt specific plans, as required. (County Planning Department)

- . As infill within areas where there are existing concentrations of medium and high density, multi-unit residential units; (E)

- . Within General Commercial areas, if the residential uses are an integrated part of multi-use or mixed use project, and if the residential uses do not preclude commercial development or otherwise interfere with commercial activities; (M)

- . In other urban area sites located on or with their principal access to a major street (collector or arterial), and within convenient walking distance, not to exceed 1/4 mile of convenience commercial uses, park and recreation facilities, and public transit service; (E)

- . Within General Commercial areas, if adequate land is assembled and buffering, landscaping, and design measures are included. (N)

4.9 The density of new medium and high density residential projects should normally be consistent with that of surrounding multi-unit uses, and/or with site and area service and environmental conditions. (E 4.9)

4.9.1 Review zoning and revise, as required. (County Planning Department)

4.9.2 Utilize site development and planned development provisions. (County Planning Department)

Mobilehome Facilities

4.10 Mobilehome facilities should be permitted in areas of medium and high density residential uses. Facilities should be designed to provide safe and attractive residential environments, and should be sufficiently large to allow for the economic development and maintenance of drives, landscaped areas and community/recreation facilities. Densities should, to the extent possible, be compatible with that of surrounding residential uses. (E 4.10)

4.10.1 Enforce provisions of the zoning ordinance. Review and revise as required. (County Planning Department, Building Inspection Division)

4.11 Existing mobilehome facilities within commercial, industrial or single family residential areas may be retained but should be upgraded where required to achieve safe and attractive residential environments. In general, expansion of these existing facilities into adjoining areas should be discouraged. (E 4.11)

4.11.1 Enforce applicable County and State health and safety regulations. (County Health Care Services Agency, County Building Inspection Division)

4.11.2 Review and, as required, revise applicable provisions of the zoning ordinance. (County Planning Department)

RESIDENTIAL LAND USE RECOMMENDATIONS

Based on the existing land use, current trends and the Plan objectives and principles, this section summarizes the residential land use for the planning area.

In this Plan, residential land uses are divided into four categories. The categories represent the form of future infill development (i.e., single family, duplex, multi-family) and a density range. The densities are not mutually exclusive. The categories and general areas of each density are as follows: (The Residential Land Use map, Figure 2, designates the specific areas.)

UNINCORPORATED EDEN AREA

Land Use for Residential Areas














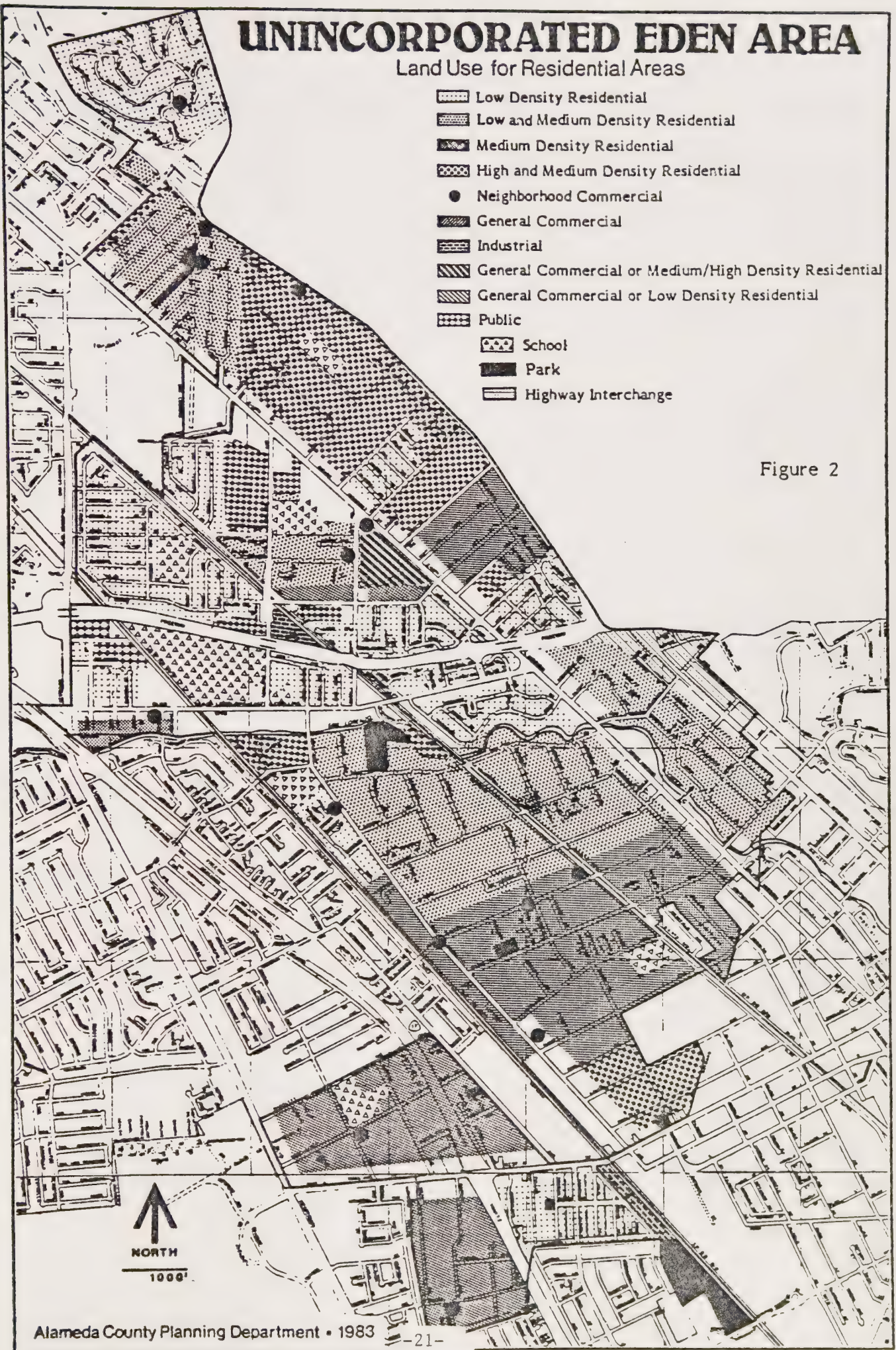
-  Low Density Residential
-  Low and Medium Density Residential
-  Medium Density Residential
-  High and Medium Density Residential
-  Neighborhood Commercial
-  General Commercial
-  Industrial
-  General Commercial or Medium/High Density Residential
-  General Commercial or Low Density Residential
-  Public
-  School
-  Park
-  Highway Interchange

Figure 2



Low Density Residential - predominantly single-family detached structures with a net residential density of between 7000 to 5000 square feet/unit.

Low density areas were each generally built about the same time and are fully developed with minimal area available for infill. Any infill should be single family. The low density areas include Hillcrest Knolls; a number of areas in Ashland, generally in the western and southern sections; two small sections in Cherryland and the eastern section of Happyland.

Low and Medium Density Residential - predominantly single-family detached and attached, and duplex structures with a net residential density of between 6000 to 3500 square feet/unit.

Low and medium density areas are a mix of single family and duplex structures. Infill should be of the same character and scale as the existing development. The areas include the northern corner of Ashland, north of Mono Avenue and east of East 14th Street; the central part of Ashland, between Ashland Avenue and Kent Avenue; Cherryland east of Mission Boulevard; and central Cherryland north of Blossom Way.

Medium Density Residential - predominantly duplexes and triplexes with a net residential density of between 4000 to 2000 square feet/unit.

Medium density areas are a mix of single family, duplex and small multi-family structures (triplex and some fourplexes). Infill should be of the same scale as existing development. Medium density areas include: east of East 14th Street between 165th Avenue and 170th Avenue; the northside of Elgin Street; the central part of Cherryland between Blossom Way and Poplar Avenue; the area west of Meekland Avenue and south Medford Avenue; Hayward Acres and the western section of Happyland.

Medium and High Density - predominantly larger, multi-family structures with a net residential density of between 3000 to 1000 square feet/unit.

Medium and high density areas have a mix of housing types but are predominantly multi-family structures or are currently vacant lots and nurseries with potential for medium and high density development. Access and land availability are incorporated into the designation of medium and high density areas. The areas include smaller areas in central Ashland and northern Cherryland; the general area east of East 14th Street between Mono Avenue and 165th Avenue and the southern part of Cherryland south of Poplar Avenue.

Overall General Recommendations

- Areas with predominantly single family structures on standard (e.g., 5000 to 7000 square feet) lot should remain as such, low density residential.
- Additional single family and duplex structures should be permitted in areas containing large lots with a mix of single family and duplex structures with potential for infill.

- Areas comprised of predominantly single family, duplex and smaller multiples (triple and fourplex structures) should permit the addition of new structures of the same scale and size.
- Areas containing major amounts of multi-family (5 plus units) developments and with potential for infill should permit additional multi-family residential units.
- Residential development along major arterials should be medium and high density residential; necessary landscaping, design measures, etc., should be used to buffer residential uses from traffic and nearby commercial uses.
- Large undeveloped lots (nurseries and vacant lots) may be permitted to develop medium or medium and high density residential uses, but should be generally consistent with the scale and character of the surrounding area.

COMMERCIAL LAND USE

SUMMARY OF FINDINGS

- In the planning area commercial areas are divided into three categories: neighborhood shopping areas, which provide convenience goods; regional centers, which provide shoppers goods; and general commercial areas, which area along arterial and collector streets and include a variety of uses.

Overall Retail Sales in Eden Area

- Between 1977 and 1980, Ashland, Cherryland, Castro Valley, Hayward, San Leandro and Alameda County experienced an increase in the number of retail establishments; San Lorenzo experienced a decrease.
- In Ashland and Cherryland the greatest percentage increases in the number of retail stores were in the Apparel Stores (100%) and General Merchandise (150%) categories.
- Between 1977 and 1980, all areas except Castro Valley experienced a decrease in sales volume.
- In 1980, in all areas except Cherryland, Eating and Drinking establishments comprised the greatest percentage of retail establishments; in Cherryland the Other Retail category had the greatest number of establishments.
- In 1980, in Alameda County, Ashland and Hayward the largest percentage of sales volume was in Auto Dealers and Supplies; in Cherryland it was Other Retail; in San Leandro and San Lorenzo it was General Merchandise; and in Castro Valley it was Service Stations.

- In 1980, Ashland, Hayward and San Leandro all captured a greater percentage of the total County retail sales and establishments than the percentage of the County population residing in each of these areas.

Neighborhood Shopping Centers

- Within the planning area there are two supermarkets and fourteen smaller grocery stores. Outside, but within one-half mile of the planning area, there are thirteen supermarkets and five smaller grocery stores.
- Portions of the planning area which are not within one-half mile of a supermarket include, Hillcrest Knolls, parts of Hayward Acres, parts of Cherryland and a small portion of Ashland.
- Grouping the supermarkets together and expanding the service areas decreases the unserved area in Hillcrest Knolls to half, to a very small part of Ashland and to the western section of Cherryland.
- Areas which are not within 1/4 mile (or approximately 3 blocks) of a supermarket or smaller grocery store include a portion of Ashland, the northern and southern sections of Cherryland and eastern Hayward Acres.
- All areas are within one-half mile of a grocery store.

Regional Centers

- There are four major shopping areas outside the planning area that serve it - central Hayward, central San Leandro, Bayfair Shopping Center and Southland Shopping Center.
- Between 1972 and 1977, the years in which the Census of Retail Trade was conducted, central Hayward had a decrease of 13 stores, central San Leandro had an increase of 51 stores, and both Bayfair and Southland had a net increase of 8 stores each.
- Although, the planning area population (approximately 23,000 in 1980) is not large enough to support its own regional facility, the planning area lies within the 4-mile service area of four major centers.

General Commercial Areas

- The General Commercial Areas in the planning area include East 14th Street, Mission Boulevard, Meekland Avenue, Lewelling Boulevard, and parts of West A Street, Foothill Boulevard, and Hesperian Boulevard.
- Most jurisdictions discourage strip development or general commercial areas and encourage clustered and integrated commercial development.
- Most sites in the General Commercial areas within the planning area are zoned C-1 or C-2.

- The greatest percentage of land in General Commercial areas in the planning area, 36%, is in residential use, followed by Auto Parts, Sales and Service use with 12%.
- Along East 14th Street, 17% of the establishments are Miscellaneous Retail uses and 23% of the land area is in Auto Sales use.
- Along Mission Boulevard, 46% of the land is in automobile-oriented uses.
- In the portion of Meekland Avenue from West A Street to Laurel Avenue which is zoned Commercial and Industrial, 54% of the establishments and 44% of the land area in Residential use, followed by Other Services which encompasses 14% of the establishments and 23% of the land.
- Along Lewelling Boulevard, 38%, the largest percentage of establishments, is in Residential use, followed by Office use with 19%.
- On the north side of West A Street from Princeton Street to Hesperian Boulevard the largest percentage of establishments and land is Residential, followed by Auto Parts, Sales and Services.
- On Foothill Boulevard from Mattox Road to Apple Avenue, 40% of the land is vacant and 16% is in Office use.
- On east side of Hesperian Boulevard from Lewelling Boulevard to College Avenue, 40% of the land is in Miscellaneous Retail use.
- On the east side of Hesperian Boulevard from West A Street to Bartlett Avenue, 43% of the establishments and 28% of the land are used for Eating and Drinking uses.

STANDARDS

The general standards for a neighborhood center with a supermarket are as follows:

Leading tenant: Supermarket

Location: On or near a corner of an arterial or collector street

Radius of service area: 1/2 mile

Population to support center: 4000 to 5000 people (1600-2000 households)

Site area (gross land area) - 3 to 5 acres

Gross Floor Area - 25,000 to 75,000 square feet

The general standards for a neighborhood center with a smaller grocery store are as follows:

Tenant: Smaller grocery stores (including "Mom & Pop" and Convenience Stores) with at most one additional use

Radius: 1/4 mile

Population to support center: 2000 to 3000 people (800 to 1200 households)

The general standards, based on Urban Land Institute Standards, for a Regional Center are as follows:

Leading tenants: One or more large, major department stores

Location: Intersection of expressways and/or freeways

Radius of service area: 4 miles

Minimum population to support center: 150,000

Site area (gross land area): 40-100 acres and over

Gross Floor Area: 1,000,000 square feet

OBJECTIVES AND PRINCIPLES

OBJECTIVE 1: To provide areas and facilities adequate to serve the retail and service needs of residents and businesses; to minimize potential adverse impacts which commercial development may have on adjoining land uses and environmental qualities. (E 1)

Principle

Implementation

Comprehensive

1.1 Areas containing a number of commercial sites and/or establishments should remain in commercial use. These areas should serve as the core of any further commercial development, provided this new development is consistent with other plan principles and objectives. (M 1.1)

1.1.1 Review zoning, and revise as required. (County Planning Department)

- 1.2 New commercial development should not be permitted within established residential or industrial areas, except where there is a demonstrated need for commercial uses auxiliary to the principal land uses or where there is a demonstrated need for expansion of an existing commercial area. (M 1.2)
 - 1.2.1 Review zoning, and revise as required. (County Planning Department)
- 1.3 All commercial development should be compact and provide for efficient use of sites. All commercial projects should provide adequate usable building area for existing and/or proposed uses, sufficient area for off-street parking and loading activities, convenient access from major public streets and should be designed to ensure pedestrian and vehicular safety. (M 1.3)
 - 1.3.1 Review zoning, and revise as required. (County Planning Department).
 - 1.3.2 Utilize site development review provisions. Review and revise standards and guidelines as required. (County Planning Department)
- 1.4 All new commercial development should be coordinated with existing uses and with potential future development. Projects should not result in on-site or area traffic congestion or in hazards to pedestrians. Projects should not block or preclude effective commercial development of contiguous parcels or areas planned for commercial use. New development should, to the extent possible, improve the overall amenity and convenience of commercial areas. (E 1.4)
 - 1.4.1 Utilize site development review provisions. Review standards and guidelines and revise as required. (County Planning Department)
 - 1.4.2 Develop specific plans, where required. (County Planning Department)
 - 1.4.3 Establish a Planning Municipal Advisory Council for the planning area. (County Board of Supervisors)
- 1.5 New commercial establishments, and particularly those types not currently represented, should be encouraged to locate in established commercial areas, consistent with the needs of residents and of other businesses. (E 1.5)
 - 1.5.1 Coordinate planned activities with local information and promotion programs. (County Planning Department, local Chambers of Commerce)
 - 1.5.2 Establish a Planning Municipal Advisory Council for the planning area. (County Board of Supervisors)

- 1.6 All commercial projects should front on or obtain their primary access from a major street, or from other streets which are predominantly commercial. (E 1.6)
 - 1.6.1 Utilize site development review provisions. (County Planning Department)
 - 1.6.2 Review zoning and revise as required. (County Planning Department)
- 1.7 Traffic generated by commercial uses should be diverted away from local residential streets, through appropriate on-site or off-site measures. (E 1.7)
 - 1.7.1 Utilize site development review provisions. (County Planning Department)
 - 1.7.2 Coordinate public street and private on-site circulation and transportation systems. (County Planning Department, County Roads Division of Public Works Agency, CalTrans, Transit Operators)
- 1.8 Commercial development should provide adequate buffering (e.g., use of walls, landscaping, setbacks), design measures (e.g., location of parking areas, loading facilities, storage facilities), and should regulate on-site activities (e.g., hours, scheduling of deliveries) in order to minimize impacts on adjoining residential areas. (E 1.8)
 - 1.8.1 Utilize site development review provisions. (County Planning Department)
 - 1.8.2 Review zoning and revise as required. (County Planning Department)
- 1.9 All major commercial centers and areas should be adequately served by public transit. (E 1.9)
 - 1.9.1 Coordinate area development with transit planning programs. (County Planning Department, Transit Operators)
- 1.10 The continuance of nonconforming uses should be discouraged where nonconforming uses exist; landscaping, buffering, noise and parking requirements should be enforced. (N)
 - 1.10.1 Enforce zoning ordinance. (County Planning Department, Building Inspection Division)

General Commercial Areas

- 1.11 Retail and service establishments which attract a high volume of customers and which depend upon a supportive cluster of other businesses for commercial success should generally not be located within defined General Commercial areas except where these uses adjoin other similar uses within existing Regional Centers and Areas. (M 1.11)
 - 1.11.1 Utilize provisions of site development review, revise criteria and guidelines as required. (County Planning Department)
 - 1.11.2 Examine the development of a County Business License system. (County Planning Department, County Building Inspection Division)
- 1.12 Comparison customer intensive commercial uses should be located and planned to provide convenient pedestrian access to similar uses within Regional Centers. (M 1.12)
 - 1.12.1 Utilize provisions of site development review; revise criteria and guidelines as required. (County Planning Department)
 - 1.12.2 Develop specific plans. (County Planning Department)
- 1.13 Commercial and light manufacturing or wholesaling uses requiring extensive indoor and/or outdoor areas for the storage of materials and goods, as well as drive-in uses, auto supply and building supply establishments, and other commercial uses not normally requiring pedestrian proximity to other businesses should be located in designated General Commercial areas. (M 1.13)
 - 1.13.1 Review zoning and revise as required. (County Planning Department).
- 1.14 New residential development should be permitted in General Commercial areas provided the site is large enough and adequate buffering and design measures are included. (N)
 - 1.14.1 Utilize provisions of site development review; revise criteria and guidelines as required. (County Planning Department)
- 1.15 Office uses may be located in General Commercial areas. (M 1.7)
 - 1.15.1 Review zoning and revise as required. (County Planning Department)
- 1.16 Efforts should be made to upgrade General Commercial areas and attract new businesses. (N)
 - 1.16.1 Establish Business Associations for Major General Commercial areas. (e.g., East 14th Street and Mission Boulevard) (County Planning Department, Property Owners)

Neighborhood Commercial Shopping
Centers

- | | |
|--|--|
| 1.17 Neighborhood Commercial shopping centers, limited in size, should be provided in residential areas to provide daily convenience shopping and service needs of neighborhood residents and to minimize vehicle miles traveled. (E 1.20) | 1.17.1 Review zoning and revise as required. (County Planning Department) |
| 1.18 Convenience shopping centers should be spaced such that each center has a service area approximately one mile in diameter (1/2 mile radius), except where high population densities may support a closer spacing. (M 1.21) | 1.18.1 Review zoning and revise as required. (County Planning Department) |
| 1.19 Each convenience shopping center or area should have an area of between three and five (net) acres. (E 1.22) | 1.19.1 Review zoning and revise as required. (County Planning Department) |
| 1.20 Uses in convenience commercial areas should be limited to those typically providing for daily or weekly shopping needs of residents. Each center or area should include a grocery store and other related uses. (E 1.23) | 1.20.1 Review zoning and revise as required. (County Planning Department) |
| 1.21 Existing convenience commercial areas or centers should be retained and may be expanded consistent with other plan principles and objectives, to improve service to area residents. (E 1.24) | 1.21.1 Review zoning and revise as required. (County Planning Department)

1.21.2 Encourage upgrading and improvements of existing centers. (Property owners, neighborhood residents) |
| 1.22 Convenience commercial facilities should be located on or near a street corner. They should be developed in attractively landscaped settings, preferably close to recreational and cultural facilities. (M 1.25) | 1.22.1 Review zoning and revise as required. (County Planning Department)

1.22.2 Utilize provisions of site development review; revise standards and guidelines as required. (County Planning Department) |

1.23 Convenience commercial uses, should be sited to minimize interference with shoppers goods uses. (M 1.26)

1.23.1 Review zoning and revise as required. (County Planning Department)

1.23.2 Utilize provisions of site development review; revise standards and guidelines as required. (County Planning Department)

1.24 For convenience, smaller grocery store centers should be spaced such that each center has a service area approximately 1/2 mile in diameter (1/4 mile radius), however they should not detract from Neighborhood Commercial Centers. (N)

1.24.1 Review zoning and revise as required. (County Planning Department)

1.25 Office uses may locate in Neighborhood Commercial Centers. (N)

1.25.1 Review zoning and revise as required. (County Planning Department)

COMMERCIAL LAND USE RECOMMENDATIONS

Neighborhood Center Recommendations

- New Neighborhood Centers should meet the criteria set forth for commercial centers, and should include appropriate buffering, landscaping, and design measures.
- All existing centers should be retained. Buffering and landscaping should be encouraged for all centers that have limited or no buffering and landscaping.
- Centers with fair or poor appearance of structures and maintenance of property should be encouraged to improve the property.

General Commercial Area Recommendations

The following includes the General Commercial areas within the planning area and a discussion of the land use designations for these areas: (Figure 3 presents the land use designations for the General Commercial areas)

East 14th Street: both sides of the street from Highway 238 to Fairmont Drive, and the northeast side from Fairmont Drive to 150th Street.

Mission Boulevard: both sides of the street from the Hayward boundary (Rose Street) to Highway 238.

UNINCORPORATED EDEN AREA

Land Use for Commercial Areas














-  Low Density Residential
-  Low and Medium Density Residential
-  Medium Density Residential
-  High and Medium Density Residential
-  Neighborhood Commercial
-  General Commercial
-  Industrial
-  General Commercial or Medium/High Density Residential
-  General Commercial or Low Density Residential
-  Public
-  School
-  Park
-  Highway Interchange

Figure 3



Meekland Avenue: both sides of the street from West A Street to Lewelling Boulevard.

Lewelling Boulevard: both sides of the street from Hesperian Boulevard to Mission Boulevard.

Miscellaneous Areas

West A Street: The north side of the street from Princeton Street to the Southern Pacific Railroad Tracks (here called R.R. tracks) and Hathaway Avenue to Hesperian Boulevard.

Foothill Boulevard: both sides of the street from Mattox Road to Apple Avenue.

Hesperian Boulevard: two sections; the east side from Lewelling Boulevard to College Avenue and the east side from West A Street to Bartlett Avenue.

East 14th/Mission Boulevard

- The majority of the uses along East 14th Street/Mission Boulevard are classified as "Heavy, Secondary, Low Volume and Automobile Oriented Commercial," typical of many "strip development" areas. These uses meet a number of community level retail and service needs and locate in general commercial areas for access and visibility. It is recommended that East 14th Street/Mission Boulevard within the planning area remain commercially zoned to retain existing or serve similar new general commercial uses. To improve the attractiveness of the area, landscaping, buffering and improvement of the existing structures should be encouraged. To improve access and traffic flow, provision of additional off-street parking should be encouraged.
- When individual properties and/or subareas are privately redeveloped, clustered and integrated commercial development, including neighborhood convenience commercial uses, should be encouraged. New uses should be compatible with existing adjoining uses. Drive-in facilities that encourage "cruising" should be discouraged.
- Given the surplus of commercial property in the area, new office or medium/high density residential development should be encouraged if sites of sufficient size can be assembled. Necessary buffering and landscaping should be included in any residential development in the area.
- On the land use map a number of larger sites, including the Ashland School Site, are designated for general commercial or medium and high density residential. If other general commercial sites can be assembled and design requirements met they could be considered for residential uses.
- The northeast corner of Mattox and Mission Boulevards is designated industrial. Any new uses, on this site should be consistent with present uses in the area.

Meekland Avenue

Meekland Avenue is generally zoned industrial and commercial south of Sunset Boulevard on the east, and Willow Avenue on the west, and residential north of Sunset Boulevard and Willow Avenue. The existing land use designations should be retained. Nonconforming uses (commercial in residential areas, and residential in commercial areas) should be discouraged. If the nonconforming uses remain, adequate buffering and landscaping should be provided.

Lewelling Boulevard

This street is a mix of residential and commercial as designated on the land use map. The segment from Hesperian Boulevard to the Southern Pacific Railroad Tracks is predominantly commercial at the intersections and residential or school in the middle. The segment between the BART tracks and Mission Boulevard is a mix of low density residential and commercial. The commercial uses are utilizing the existing single family structures.

A Street (north side)

A Street is a mix of commercial, residential and industrial with a number of vacant sites. The segment from Princeton Street to the Southern Pacific Railroad Tracks should include commercial at the end and high and medium density in the middle. The segment from Highway 17 to Hesperian Boulevard should have the option to develop with commercial or high and medium density residential.

Miscellaneous Areas

Foothill Boulevard, Mattox Road to Apple Avenue: The majority of the area should be designated for the planned Route 238 - Route 580 Interchange; the remaining should be designated commercial.

Hesperian Boulevard, A Street to Bartlett Avenue: The street should be designated commercial, consistent with current land use.

Hesperian Boulevard; Lewelling Boulevard to College Avenue: The segment should be designated commercial, except the block between Sycamore Street and College Street which is single family residential.

INDUSTRIAL LAND USE

SUMMARY OF FINDINGS

- There are approximately 32 acres of land zoned industrial and in industrial use in the planning area.
- Three of the six industrial uses areas are within General Commercial areas.

OBJECTIVES AND PRINCIPLES

OBJECTIVE 1: To minimize the adverse impact of industrial development and activity on adjoining land uses and on environmental resources and hazards. (M 1)

Principle

Implementation

- | | |
|---|---|
| 1.1 Industrial redevelopment should occur as infill within existing industrial areas and should be compatible with existing industrial use in terms of type and intensity of use. (M 1.1) | 1.1.1 Review zoning and revise as required. (County Planning Department) |
| | 1.1.2 Utilize provisions of site development review, and revise criteria and guidelines as required. (County Planning Department) |
| 1.2 Any industrial sites should normally be provided with basic urban services, including water and sewer services and fire protection. (M 1.2) | 1.2.1 Utilize provisions of site development review and zoning. (County Planning Department) |
| | 1.2.2 Enforce applicable building code provisions. (County Building Inspection Division) |
| | 1.2.3 Require annexation to existing service districts (or to cities) as a condition of development approval. (County Planning Department) |
| 1.3 Industrial uses should be regulated to minimize smoke, odor, glare, vibration, excessive noise and other adverse impacts on employees and on adjoining uses and areas. (E 1.3) | 1.3.1 Enforce and, as necessary, revise zoning performance standards. (County Planning Department) |
| 1.4 Industrial uses should be adequately fenced and landscaped, and structures, parking areas and storage areas sited in order to minimize impacts on adjoining non-residential uses. (E 1.4) | 1.4.1 Utilize site development review and zoning provisions. Review and, as required, revise standards and guidelines. (County Planning Department) |

- | | |
|---|--|
| <p>1.5 Incompatible, non-industrial uses should not be permitted in industrial areas and districts except where they are auxiliary to the principal uses or where residential uses could be accommodated consistent with the policies of this Plan. (E 1.5)</p> | <p>1.5.1 Enforce zoning provisions. Review and, as required, revise. (County Planning Department)</p> |
| <p>1.6 Industrial developments should include adequate off-street loading and unloading facilities and adequate parking area for employees, autos and trucks. (E 1.6)</p> | <p>1.6.1 Enforce zoning ordinance, utilize site development review process, review and, as required, revise standards and guidelines. (County Planning Department)</p> |
| <p>1.7 Truck and employee traffic generated by industrial uses should generally be restricted from using streets in residential and commercial areas, unless serving those areas. Truck parking in non-industrial areas should be restricted. (E 1.7)</p> | <p>1.7.1 Designate, sign and enforce truck routes and truck parking areas. (County Sheriff's Department, County Road Department)</p> |
| <p>1.8 Industrial districts and areas should be served by adequate and efficient transit service. (E 1.8)</p> | <p>1.8.1 Review and, as required, revise transit service programs. (Transit Operators)</p> |
| <p>1.9 Industrial structures, facilities, and sites should be adequately maintained in order to enhance the appearance and economic viability of industrial areas. (E 1.9)</p> | <p>1.9.1 Enforce and, as required, revise zoning and building code provisions. (County Planning Department, County Building Inspection Division)</p> |
| <p>1.10 Spot industrial development sites should be discouraged. (N)</p> | <p>1.10.1 Enforce and, as required, revise zoning ordinance. (County Planning Department)</p> |
| <p>1.11 Residential uses should be discouraged from developing in industrial areas. (N)</p> | <p>1.11.1 Enforce and, as required, revise zoning ordinance. (County Planning Department)</p> |
| <p>1.12 Industrial districts and areas should be on arterial streets. (N)</p> | <p>1.12.1 Enforce and as required, revise zoning ordinance. (County Planning Department)</p> |

INDUSTRIAL LAND USE RECOMMENDATIONS

Based on the objectives and policies, the following are recommendations for industrial development in the planning area:

- There are no undeveloped industrial sites in the planning area or sites for potential new development. Therefore, it is recommended that new industrial development not be encouraged.
- Retain industrial development sites on arterial streets.
- Discourage expansion or retention of industrial development sites on local streets.
- Encourage buffering, landscaping, off-street parking and other design measures for all industrial sites.
- Discourage residential development adjacent to industrial sites.

TRANSPORTATION FACILITIES AND SERVICES

The Transportation Facilities and Services section is divided in three parts: Streets and Highways, Transit and Bikeways and Pedestrian Ways.

STREETS AND HIGHWAYS

SUMMARY OF FINDINGS

Organization and Responsibilities

- The Federal Highway Administration provides funds for the improvement of roads in the Federal-Aid Urban (FAU) system. None of the currently funded projects are in the planning area.
- The California Department of Transportation, Caltrans, is responsible for planning, constructing, operating and maintaining the state highway system.
- The California Highway Patrol provides accident control, congestion relief, and law enforcement on the state highway system.
- The Metropolitan Transportation Commission (MTC) provides comprehensive regional transportation planning for the San Francisco Bay region in addition to determining the distribution of federal transportation funds.
- Motor vehicle fuel tax revenues are the major source of funding for operating and maintaining roads and streets.

- The Alameda County Road Department is responsible for the construction, improvement and maintenance of roads in the unincorporated area of the County.
- The County's fuel tax allocation for the 1981-82 fiscal year was \$7.7 million, a decrease from previous years.
- State legislation, S.B. 215, increased the fuel tax by \$.02 per gallon in January 1, 1983, providing additional revenue.
- The County Housing and Community Development (HCD) Program of the Planning Department has undertaken a street improvement program in four areas in the planning area since 1977 using Federal Community Development funds.
- Coordination between the County Road Department and the Cities of Hayward and San Leandro is primarily by means of project referrals.
- Developers are generally required to install curbs, gutters and sidewalks in new developments where these do not exist.
- Before a road can be widened, the County must purchase the additional property required if it is not already included in the right-of-way.

Standards

- The County Roads Department divides streets into several categories based primarily on the type and volume of traffic that they carry: local, collector, arterial and freeway.
- A local street is intended primarily to provide access, both vehicular and pedestrian to adjoining properties. The main function of a collector street is to conduct traffic from residential streets to arterials or freeways. Arterial streets have as their major function the movement of large volumes of vehicles to destinations outside of the residential area. Freeways, whose only function is to carry traffic, have controlled access, no parking and grade-separated interchanges.
- The County Road Department has design standards for the different types of streets, although many in the planning area were built prior to the adoption of these standards.
- Roadway lighting for traffic safety purposes should be distinguished from street lighting which is primarily for security purposes.
- In addition to the State sight distance standards, the County Zoning Ordinance regulates building setbacks and the heights of fences, walls, and hedges to insure adequate sight lines at intersections.
- The State Highway Design Manual states that the "horizontal alignment must afford at least the minimum stopping sight distance for the design speed" of a roadway.

- Traffic control measures such as traffic signals and stop signs are normally installed only when called for by the appropriate warrants.
- Contrary to common belief, traffic signals do not always increase safety and reduce delay.
- Roadway capacity is defined in the Highway Capacity Manual as "the maximum number of vehicles that can pass a given point on a lane or roadway during one hour, under prevailing roadway and traffic conditions."
- Levels of service, which refer to differing roadway operating conditions, are designated A through F, from best to worst in the Highway Capacity Manual.
- The County General Plan states that "Where the 'C' level of service . . . exceeded during peak travel periods, necessary improvements, consistent with other plan policies, should be undertaken."

Travel Characteristics

- Major activity centers, most of which are located on arterials, generate varying amounts of traffic depending on the time of day, day of the week and season of the year.
- With the exception of 1982, traffic volumes in the planning area have generally stayed constant or decreased over the past five years.
- A number of discontinuities in the street system, such as streets that do not continue through at intersections, exist in the planning area.
- Traffic accident data for a three year and one-half year period gives an indication of locations requiring further examination.

System Improvements

- The major road improvement to be undertaken by Caltrans in the planning area is the reconstruction of the Interstate 580/State Route 238 interchange.
- The County Road Department has installed a stop sign, placed reflectors and resurfaced Hampton Road.
- A full actuated traffic signal is scheduled to be installed at Hampton Road and Paseo Grande at Meekland Avenue.
- The next four intersections that are candidates for traffic signal installations by the County Road Department are all in the planning area.
- The Housing and Community Development Program is continuing its program of street improvements in four areas within the planning area.

- The City of Hayward recently completed widening A Street between State Route 17 and the WPRR tracks. The City is considering constructing an expressway along the State Route 238 right-of-way.

System Maintenance

- The County Road Department's maintenance schedule calls for a slurry seal or chip seal after five to seven years and an overlay at the fifteenth year, plus spot repairs as necessary.
- The County Road Department will use a recent MTC-sponsored pavement evaluation survey of nearly all of the County roads to help determine its priority for road maintenance.

Traffic Impacts

- One of the major impacts of traffic in the planning area is noise, both background and intermittent types.
- Greater vehicle speed as well as greater volumes of traffic decrease pedestrian safety.

OBJECTIVES AND PRINCIPLES

OBJECTIVE 1: To provide an efficient system of local, collector and arterial streets adequate to accommodate levels of travel demand generated by existing and proposed development; to minimize adverse impacts of system development and use on neighborhoods and business districts and on environmental resources and hazards. (E 2)

Principle

Implementation

1.1 Where the "C" level of service (when traffic moves at a steady flow but speeds and maneuverability are closely controlled by the volume of traffic) is exceeded on major streets during nonpeak periods, and where the "D" level of service is exceeded during peak travel periods, necessary improvements, consistent with other plan policies, should be undertaken. (E 2.1)

1.1.1 Undertake traffic studies to identify areas of existing or potential congestion; review, and as required, revise capital improvement programs. (County Roads Department, County Planning Department)

1.1.2 Assess individual development projects in proportion to their traffic impacts. (County Planning Department)

- 1.1.3 Coordinate system planning with cities. (County Planning Department, County Roads Department, City Planning and Public Works Agencies)
- 1.2 Where traffic congestion is an existing or imminent problem, priority should be given to those measures which will provide for more efficient use of existing street and highways, including the use, where appropriate, of high occupancy vehicle lanes, traffic signal synchronization, and restrictions on parking and turning during peak travel periods. (E 2.2)
 - 1.2.1 Undertake traffic studies to identify areas of existing or potential congestion; assess effects of alternative measures and revise street and transit capital improvement programs as required. (County Planning Department, County Roads Department)
 - 1.2.2 Encourage implementation of flexible work scheduling. (County Administrator, Private Sector)
- 1.3 Local streets serving residential uses should be designed or redesigned to discourage through traffic and to limit traffic speeds; priority should be given providing access to residences, allowing for safe and convenient pedestrian movement, providing parking, and enhancing neighborhood amenity. (E 2.3)
 - 1.3.1 Review and, as required, revise local road standards. (County Roads Department, County Planning Department)
- 1.4 The street system should provide alternative routes for evacuation in the event of a major disaster, and for access for emergency vehicles. (E 2.4)
 - 1.4.1 Review and, as required, revise street and highway standards; coordinate with emergency operations planning programs. (County Roads Department, County Office of Emergency Services, Fire Protection Agencies)
- 1.5 Every effort should be made to insure regular maintenance of all roads in order to minimize long-term maintenance costs. (N)
 - 1.5.1 Review, and, as required improved road conditions. (County Road Department, County Planning Department)
- 1.6 A thorough traffic analysis including determination of the existing capacity of the planning area's roadways should be undertaken in order to evaluate the potential impact of future development on the street system. (N)
 - 1.6.1 Undertake thorough traffic analyses. (County Roads Department, County Planning Department)

1.7 Minimum width standards for local (minor) streets should be evaluated to determine whether lesser widths, which would save energy, land and money, could be used without a reduction in traffic safety. (N)

1.7.1 Review and, as required, revise street and highway standards in light of energy, land and financing constraints. (County Roads Department, County Planning Department)

1.8 Every effort should be made to avoid through traffic in residential areas. New street planning should be undertaken to relieve heavy traffic in neighborhoods. (N)

1.8.1 Review traffic patterns on local streets in residential areas. (County Roads Department, County Planning Department)

STREETS AND HIGHWAYS RECOMMENDATIONS

Street Classification

The classification of streets in this plan is consistent with the classifications of the Alameda County Roads Department. As described in the background section streets are divided into four major categories based primarily on the type and volume of traffic that they carry - local street, collector street, arterial street and freeway. Figure 4 presents the street classifications in the planning area (unmarked streets are local streets).

Street Improvements

The plan development process included a general assessment of traffic conditions in the planning area.

A thorough traffic study should be undertaken in the planning area. This study should include existing traffic conditions and the impacts of projected development on existing traffic conditions.

The Task Study recommended that the following areas be addressed:

- Hampton Boulevard should have a double yellow line from Mission Boulevard to Meekland Avenue to prevent passing and to promote lower speeds.
- There should be a stop sign on Elgin Street at Linnea Avenue, due to the difficulty in turning.
- Lewelling Boulevard should be four lanes from Hesperian Boulevard to Mission Boulevard.
- The signal at 164th Avenue and East 14th Street should be triggered by the Fire Department.

UNINCORPORATED EDEN AREA

Street Classification

- - - Collector
- ■ - Arterial
- ▬ Freeway
- ▨ Planning Area

FIGURE 4



TRANSIT

SUMMARY OF FINDINGS

- The planning area is characterized by an overall high-medium density (+ 7,500 persons/sq. mile), which is sufficient to merit a high level of transit service. The area also appears to have an above-average numbers of lower income and elderly persons. These people are more likely to be high transit users.
- Regional transit is provided by two BART stations and by AC Transit express and transbay lines on East 14th/Mission and Hesperian Boulevards. In addition, vanpool and carpool service is available to planning area residents; various paratransit services are operated by social service agencies, a private non-profit organization, and by Alameda County/City of Hayward; and four local AC Transit lines supplement the major commuter lines. Overall, the planning area has a relatively high level of transit service.
- Despite the relatively high level of service, several transit problems remain. These include:
 - some residential and commercial areas are more than 1/4 mile from the nearest transit line;
 - there is a low level of transit amenities, such as benches or shelters, in the planning area.
 - there is a possible problem of coordinating transit services offered by different agencies and a possible problem of getting information about different services out to potential riders.
 - there is poor commute service to spread-out industrial areas and to such high job growth areas as the Livermore-Pleasanton area.
 - strict eligibility standards and limited funding restrict use of paratransit service by handicapped and elderly persons.
 - lower income persons are particularly sensitive to fare increases.
 - there are some special needs which are not being entirely met, such as those of unemployed persons or persons that are only handicapped in special situations.
- Funding for transit programs comes from federal, state and local government agencies as well as fares paid by riders. Major funding programs include:
 - federal funds from the Urban Mass Transportation Administration. These account for only about 6% of AC Transit's operating budget, but

at least 80% of AC Transit's budget for capital improvements. Federal funds are also used to help support certain paratransit programs offered by social service agencies. Federal funds for operating budgets are planned to be phased out; federal funding for capital improvements are uncertain.

- the State Department of Transportation (Caltrans) manages the State's Transportation Development Act Fund from the State sales tax. This fund accounts for about 17% of AC Transit's operating budget as well as a portion of 20% "local share" for capital improvement. Five percent of the State fund is reserved for paratransit services to elderly and handicapped persons. Alameda County and the City of Hayward use this fund for a paratransit program managed by the City of Hayward. The program provides service to the planning area.
- local property and sales taxes account for nearly 35% of AC Transit's operating budget. AC Transit also receives toll bridge revenue to help fund its capital improvement program.
- fares account for about 41% of AC Transit's operating budget. Some paratransit programs also include a contribution from the rider.
- most federal and state transportation funds are funneled through the Metropolitan Transportation Commission, which sets priorities and allocates funds to various transit agencies in the Bay Area.

OBJECTIVES AND PRINCIPLES

OBJECTIVE 1 : To meet the travel needs of all citizens; to minimize adverse environmental impacts resulting from the development and operation of transportation services and facilities. (E 1)

Principle

Implementation

1.1 Public transit service should be provided throughout the unincorporated urban area, preferably within one-quarter mile of all residences, business, educational, health care and service facilities, and park and recreation sites. Service should be provided in response to demonstrated need; levels of service, in terms of frequency and hours of service, and routing should reflect a balance between the costs of providing the service and the benefits derived. (E 1.1)

1.1.1 Review and, as required, revise transit routing, scheduling with specific focus on the Hillcrest Knolls areas which is currently unserved. (Transit Operators)

- 1.2 Transit service should be adequate to meet travel demand, particularly to major activity centers, with reasonable comfort and convenience. (M 1.2)
 - 1.2.1 Review and, as required, revise transit routing and scheduling. (Transit Operators)
- 1.3 The overall transportation system should include a variety of modes, facilities, and routes consistent with travel needs. (M 1.3)
 - 1.3.1 Review and, as required, revise transit capital improvement programs. (Transit Operators)
 - 1.3.2 The development of minibus routes should be examined. (Transit Operators)
- 1.4 Public transit facilities and services should be designed and operated to respond to special travel problems of the elderly, young, handicapped, economically disadvantaged, and other non-automobile users. (E 1.4)
 - 1.4.1 Review and, and as required, revise transit routing and scheduling. (Transit Operators)
 - 1.4.2 Redesign existing transit facilities or provide special vehicles or alternative facilities to minimize physical barriers to the disabled. (Transit Operators)
 - 1.4.3 Provide reduced fares for persons on limited or fixed incomes; user-side subsidies programs may be one alternative. (Transit Operators)
 - 1.4.4 Review, and as required, revise services to provide convenient and safe access to the primary destinations of persons with special transportation needs, including major shopping areas, health care and social service centers, schools and colleges, and recreation areas and facilities. (Transit Operators)
 - 1.4.5 Paratransit services, including Dial-A-Ride, Taxicab subsidies and social service programs, should be examined. (Transit Operators)

- 1.5 Transit facilities and services should be sufficient to meet the needs of existing and planned development; planned development should be coordinated with existing major transit routes and public investment. (N C-W* 1.5)
 - 1.5.1 Review, and as required, revise services to provide convenient and safe access to the primary destinations of persons with special transportation needs, including major shopping area, health care and social service centers, schools and colleges, and recreation areas and facilities. (Transit Operators)
 - 1.5.2 Evaluate the potential influence of transportation facilities on land use development. (County, MTC, ABAG)
 - 1.5.3 Develop transportation service capacity corresponding to travel demand generated by planned uses. (Cities, County, MTC, State)
- 1.6 The displacement of residents should be minimized for all roadway and transit alignments; if residents are displaced, attempts should be made to salvage or move existing houses. (N)
 - 1.6.1 Develop programs to salvage or move houses where residents have been displaced. (County, MTC, Housing Authorities, Transit Operators)
- 1.7 The area below all elevated transit lines should be properly landscaped. (N)
 - 1.7.1 Landscape areas below elevated transit lines. (BART)
- 1.8 Bus routes should be along streets with sidewalks and gutters. If a bus route is desired on a street without sidewalks every effort should be made to have them installed, or at a minimum, a landing for riders to wait on should be installed. (N)
 - 1.8.1 Review and, as required, revise transit routes and road improvement programs. (Transit Operators and County Roads Department)
- 1.9 Transit information and coordination should be encouraged to increase transit user awareness and minimize duplication of services. (N)
 - 1.9.1 Develop and continue transit user information programs. (Transit Operators)
 - 1.9.2 Continue and increase coordination of transit services. One solution may be the creation of a transportation brokerage agency. (Transit Operators)

*County-Wide Policy

OBJECTIVE 2: To provide for efficient and effective use of limited funding resources available for the development, operation and maintenance of transportation facilities and services. (N)

Principle

2.1 Priority should be given to those measures which will maintain and, where required, improve the capacity and effectiveness of existing transportation facilities. (N)

Implementation

2.1.1 Encourage and give preference to transit and other high occupancy vehicles for use of existing highway corridors. (County Public Works Agency, MTC, Caltrans)

2.1.2 Utilize cost effective measures to improve capacity and allow for greater flexibility in the use of existing streets, highways, and bridges, including: ramp metering, traffic signal synchronization, reversible lane, parking and turning restrictions. (County Public Works Department, MTC, Caltrans)

2.1.3 Give funding priority to the maintenance of existing streets and highways and to maintenance, operation and expansion of transit facilities. (County Public Works Agency, Caltrans, Transit Operators)

OBJECTIVE 3: To reduce existing or potential problems of congestion in major activity areas and along major transportation corridors. (N C-W 1)

Principle

3.1 The use of public transit should be encouraged. The speed, frequency, comfort and efficiency of transit service should be improved to enable it to effectively compete with the private automobile as a feasible and attractive transportation choice. (N C-W 1.1)

Implementation

3.1.1 Develop programs to encourage and to provide for greater use of transit during periods of peak travel demands; increase transit capacity; provide adequate automobile parking and bicycle storage facilities at outlying transit terminals; and provide for the transport

of bicycles on mass transit vehicles. (Transit Operators, County Planning Department, Public Works Agency, MTC, Caltrans)

3.1.2 Give transit, and other high occupancy vehicles preference for the use of highway, street and bridge corridors, particularly during periods of peak travel demand. (County Public Works Agency, MTC, Caltrans, Urban Mass Transportation Administration)

3.1.3 Give funding priority to the maintenance, operation and improvement of transit facilities and services. (County Public Works Agency, MTC, Caltrans, Urban Mass Transportation Administration)

3.1.4 Provide for convenient, efficient and economical interface between local area and regional transit systems. (MTC, County Planning Department, Public Works Agency, Transit Operators)

3.2 The use of the private automobile should be discouraged within major activity areas and along major transportation corridors, particularly during periods of peak travel demand. (N C-W 1.2)

3.2.1 Develop and implement programs to reduce automobile use and traffic congestion, including pricing mechanisms and other economic incentives and traffic and parking restrictions. (County Public Works Agency, County Planning Departments, MTC, Caltrans)

3.3 Changes in work schedules should be encouraged in order to distribute work-related travel demand over a broad period of time. (N C-W 1.3)

3.3.1 Utilize flexible or staggered work schedules. (Public and Private Employers)

- 3.3.2 Utilize provisions of site development review and EIR Review. (County Planning Department)
- 3.4 Use of alternative transit modes, such as carpools and vanpools, should be encouraged where standard transit services are unable to substitute for the private automobile. (N)
 - 3.4.1 Encourage use of RIDE's and other carpool/vanpool programs. (RIDES, MTC, Counties, Cities)
 - 3.4.2 Utilize provisions of planned developments, site development review and EIR Review to encourage carpool and vanpool parking areas. (County Planning Department)
- 3.5 To encourage carpools and vanpools, designated parking areas should be provided. (N)
 - 3.5.1 Utilize provisions of site development review and revise zoning ordinance, as required. (County Planning Department)

BIKEWAYS AND PEDESTRIAN WAYS

SUMMARY OF FINDINGS

Bikeways

- Recent interest in bicycling has increased the need for bikeways planning.
- Bicycle riding activities include neighborhood riding; recreation riding; commute riding; shopping; cultural and social activities riding; and sport riding.
- Research indicates that the commuter bicycle trip is feasible up to six miles one-way. About 51% of the residents work within six miles of the center of the planning area.
- The issues in the planning area concerning bikeways include the poorly articulated street system, flat terrain, and uniform population distribution.
- In 1974, the County adopted a Bikeways Plan including a map of existing and proposed bikeways. Figure 5 presents this Bikeways Plan.
- None of the bikeways in the planning area in the plan has been constructed due to funding constraints.

Pedestrian Ways

- The factors that discourage walking include distance, barriers, safety, and an apparent popular preference for other, less tenuous methods of traveling.

UNINCORPORATED EDEN AREA

Bikeways – Alameda County Bikeways Plan

— Bikeways
▨ Planning Area

FIGURE 5



- In developing pedestrian ways some of the features that deserve attention are sidewalks, location of pedestrian generators, pedestrians on arterial streets, refuge islands, illumination of walkways, and environmental/aesthetic.
- The County Roads Department cannot fund the construction of sidewalks; the only methods of financing are very limited Housing and Community Development funds or a benefit assessment district.

OBJECTIVES AND PRINCIPLES

Bikeways

OBJECTIVE 1: To encourage and provide for the use of bicycles to provide for a variety of travel needs.
(E 3)

Principle

Implementation

1.1 A system of bikeways should be provided within the unincorporated area, coordinated with facilities development in the adjoining cities. The bikeways system should: (E 3.1)

1.1.1 Implement the adopted bikeways plan, as funding becomes available. (County Road Department, County Planning Department)

. Be coordinated with other transportation routes and facilities; (E)

1.1.2 Priority for bikeways, should include Hesperian Boulevard for students to bicycle to Chabot College. (County Road Department, County Planning Department)

. Provide convenient and safe access to community and regional activity, employment, shopping, educational, and recreation areas and to public service centers and facilities; and (M)

1.1.3 Require provision for bicycle travel, where appropriate, in new subdivisions and commercial areas. (County Planning Department)

. Provide direct routes between destinations and trip origins. (E)

1.2 Commercial, transportation, civic, recreational and educational facilities should provide for the safe and, where appropriate, protected storage of bicycles.
(E 3.2)

1.2.1 Utilize provisions of planned development and site development review; revise criteria and guidelines as required. (County Planning Department)

- 1.2.2 Review and, as required, revise appropriate public capital improvement programs. (County Public Works Agency, Special Districts)
- 1.3 Where appropriate, public transit vehicles should provide for the transport of bicycles. (E 3.3)
- 1.3.1 Review and, as required, revise transit capital improvement programs. (Transit Operators)
- 1.4 Bikeways should be considered in all new development and street improvement projects. (N)
- 1.4.1 Utilize provisions of planned development and site development review. (County Planning Department)

Pedestrian Ways

OBJECTIVE 2: To provide for the safety and comfort of pedestrians. (E 4)

Principle

2.1 Sidewalks, curbs, and gutters should be provided along all residential and commercial streets which generate significant amounts of pedestrian traffic including convenience commercial areas and centers and public schools; and along major streets and other streets where sidewalks or pathways may be required to ensure pedestrian safety and control. (M 4.1)

Implementation

- 2.1.1 Review and, as required, revise capital improvement programs. (County Public Works Agency)
- 2.1.2 Utilize provisions of site development and planned development district review; revise criteria and guidelines as required. (County Planning Department)
- 2.1.3 Review and, as required, revise road improvement standards. (County Roads Department)
- 2.1.4 Inventory sidewalks and develop a priority list. (County Roads Department, County Planning Department)
- 2.1.5 Utilize the Housing and Community Development Public Works program where appropriate. (County Planning Department)

- | | |
|---|---|
| <p>2.2 Public and private pedestrian ways should be designed to accommodate the handicapped. (E 4.2)</p> | <p>2.2.1 Review sidewalk systems adjacent to nursing homes and examine funding sources. (County Public Works Agency, County Planning Department)</p> |
| | <p>2.2.2 Review and, as required, revise street design standards. (County Roads Department)</p> |
| | <p>2.2.3 Revise capital improvement programs, as required. (County Public Works Agency)</p> |
| <p>2.3 An appropriate number of overpasses or underpasses should be provided along freeways and other transportation routes in order to minimize the barrier effect which these facilities may have on pedestrian mobility. (E 4.3)</p> | <p>2.3.1 Review and, as required revise freeway and highway improvement plans. (County Public Works Agency, Metropolitan Transportation Commission, Caltrans)</p> |

PUBLIC FACILITIES AND SERVICES

SUMMARY OF FINDINGS

- Ashland and Hillcrest Knolls are within San Leandro's sphere of influence and Cherryland and Hayward Acres are within Hayward's sphere of influence.
- In the planning area, Oro Loma Sanitary District provides sewage collection and treatment and solid waste collection and disposal. Solid waste collection service is through a franchise agreement with the Oakland Scavenger Company.
- East Bay Municipal Utility District (EBMUD) is responsible for water service.
- Fire protection in the planning area is provided by the Eden Consolidated Fire Protection District. The district maintains three fire stations, two in the planning area.
- The planning area is served by two park districts - East Bay Regional Park District and Hayward Area Recreation and Parks District (HARD).
- In the planning area, HARD maintains two community parks, two neighborhood parks and a number of mini parks, linear parks, and athletic fields. The parks in the planning area are shown on Figure 6.

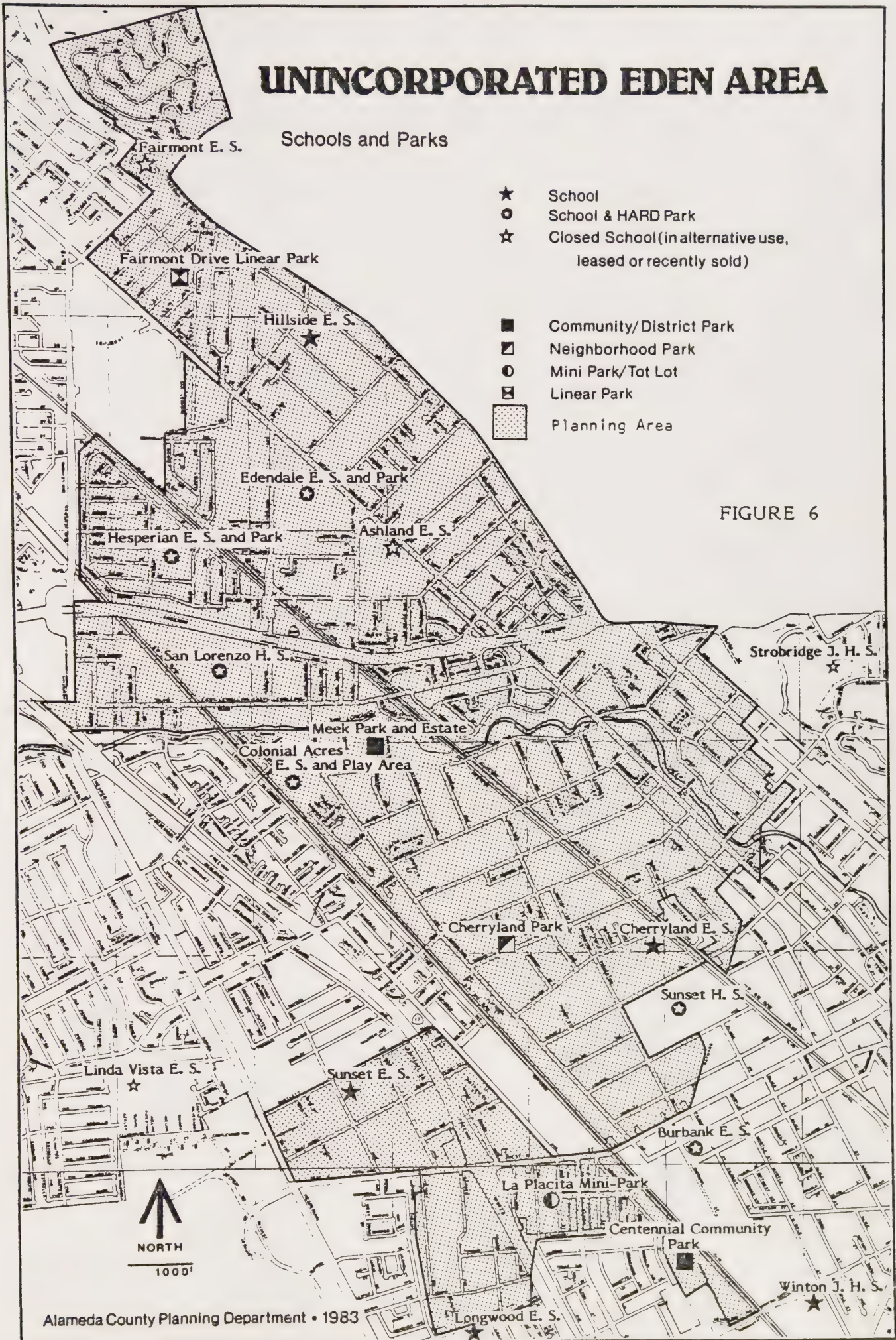
UNINCORPORATED EDEN AREA

Schools and Parks

- ★ School
- School & HARD Park
- ☆ Closed School (in alternative use, leased or recently sold)

- Community/District Park
- ▣ Neighborhood Park
- Mini Park/Tot Lot
- ▤ Linear Park
- ▨ Planning Area

FIGURE 6



- The Alameda County Flood Control and Water Conservation District is responsible for resolving flood, drainage and water supply problems in the planning area.
- The planning area is served by the Alameda County Library in San Lorenzo.
- Police services for the planning area are provided by the Alameda County Sheriff's Department.
- Health care services planning for the planning area is primarily provided by the Alameda-Contra Costa Health System Agency.
- There are not any hospitals in the planning area; however, there are a total of eight hospitals in San Leandro, Hayward and Castro Valley that serve the planning area.
- Responsibility for public primary and secondary education within the planning area rests with the San Lorenzo Unified School District (U.S.D.) and Hayward Unified School District (U.S.D.).
- There are currently five elementary schools and one high school in the planning area that are in San Lorenzo U.S.D. and three elementary schools, one junior high school and one high school in the Hayward U.S.D. The schools in the planning area are shown on Figure 6.

OBJECTIVES AND PRINCIPLES

General

OBJECTIVE 1: To ensure the efficient provision of public facilities and services adequate to meet the need of area residents and businesses; to provide for the equitable distribution of public services and facilities costs and benefits. (E 1)

Principle

1.1 Public utility and facility improvements should be designed to serve only that urban development which is, or would be in accord with the principles and objectives of this Plan. (E 1.1)

Implementation

1.1.1 Review and, as required, revise service and facilities capital improvement programs. (Service Agencies)

1.2 Priority for allocating limited public funds to provide new or improved services and facilities should be to developed areas within existing service areas, and in particular, the following: (E 1.2)

- . Areas where existing service and facility deficiencies present or contribute to a serious hazard to public health and safety; (E)
- . Areas where the improvements to facilities and services may be expected to positively stimulate the maintenance and/or rehabilitation of private property and other private investment in accordance with policies in this Plan; (E)
- . Areas where the lack of adequate public services and facilities, or deficiencies therein, seriously restricts planned development; (E)
- . Areas where facilities and services are provided at levels below accepted community and planning standards; and (E)
- . Areas where improvements to facilities and services will enhance the aesthetic quality of existing development. (E)

1.3 Residential, commercial and industrial development should be contingent upon adequate existing public facilities or developers should be required to provide or secure financing for public services and facilities.(N)

1.2.1 Develop policies and guidelines for allocation of limited service resources; incorporate, as appropriate, into a development management plan. (County Planning Department, Service Agencies)

1.2.2 Review and revise, as required, service and facilities capital improvement plans; coordinate with development management plan. (Service Agencies)

1.3.1 Review, and as appropriate, revise zoning and utilize site development review. (County Planning Department)

Community and Neighborhood Service Facilities

OBJECTIVE 2: To provide adequate service needs of area residents; to minimize disruption to neighborhoods and communities resulting from the development and/or redevelopment and expansion of public facilities. (E 2)

Principle

- 2.1 To the extent feasible, all community and neighborhood service facilities, including schools and other educational uses, libraries, cultural, government, and community centers, health care centers, social service centers, courts and detention facilities, and protection service facilities should be planned and located to serve both existing and projected population needs within their respective service areas. (E 1.1)
- 2.2 All facilities should be adequately provided with utilities, including water supply, sewer, gas and electricity services, and with police and fire protection services. Transit service should be available. (E 1.2)
- 2.3 All community and neighborhood facilities should be adequately sized to provide for both initial and long-term development. (E 1.3)
- 2.4 Facilities should be attractively designed and landscaped, and should be adequately maintained. Facilities should be aesthetically compatible with the surrounding neighborhood. (M 1.4)

Implementations

- 2.1.1 Review and, as required revise capital improvement programs, service programs. Coordinate with General Plan. (Service Agencies, County Planning Department)
- 2.2.1 Where necessary, annex public facilities sites to existing service districts. (LAFC)
- 2.2.2 Review and revise as required development standards. (Service Agencies)
- 2.3.1 Base facilities development on area plans. (Service Agencies, County Planning Department)
- 2.3.2 Review and, as required, revise capital improvement programs, and site development standards. (Service Agencies)
- 2.4.1 Review and, as required, revise capital improvement and operations programs. (Service Agencies)
- 2.4.2 Review and, as required, revise site development standards. (Service Agencies)

- 2.5 Facilities involving high levels of activity - day and/or night - should generally be located along arterial routes. Provision should be made to divert use related traffic away from residential streets. (M 1.5)
 - 2.5.1 Review and, as required, revise capital improvement programs and development standards. (Service Agencies, County Planning Department)
- 2.6 Facilities requiring the support of related private or public uses should be located in areas where there is sufficient land available for these auxiliary uses, or in areas where there are existing concentrations of these support uses. (E 1.6)
 - 2.6.1 Review zoning and revise, as required. (County Planning Department)
 - 2.6.2 Review and, as required, revise capital improvement programs and development standards. (Service Agencies)
- 2.7 Any decisions regarding alternative use of community and neighborhood service facilities and/or sites should be based on long term projections of area service needs, reflecting planned changes in land use. (E 1.7)
 - 2.7.1 Review and, as required, revise capital and operations programs. (Service Agencies)
- 2.8 To the extent feasible, all public service facilities should remain in public ownership and utilized for the public benefit. (E 1.8)
 - 2.8.1 Review and, as required, revise capital and operations programs. (Service Agencies)
 - 2.8.2 Review and, as required, revise guidelines for sale and use of publicly owned sites. (Service Agencies)
- 2.9 The sale, or lease for development, of school or other public service facility sites currently serving important neighborhood or community park and recreation needs should be discouraged unless comparable facilities can be provided on alternate sites within the service area. (E 1.9)
 - 2.9.1 Review and, as required, revise guidelines/procedures for sale and use of publicly owned sites. (Service Agencies)
 - 2.9.2 Coordinate capital and operations programs. (Service Agencies)

2.10 The development of residential, commercial, industrial or other private uses on surplus public sites will be governed by plan principles applicable to the site and which pertain the specific use proposed. (E 1.10)

2.10.1 Review and, as required, revise zoning. (County Planning Department)

2.10.2 Utilize site development review, planned development district review provisions as appropriate. Review and, as required, revise criteria and guidelines. (County Planning Department)

2.10.3 Utilize applicable subdivision ordinance provisions, as appropriate. (County Planning Department)

Community and Neighborhood Parks

OBJECTIVE 3: To provide a well balanced unified system of park and recreation facilities offering a variety of active, passive and cultural recreational opportunities to all residents, and adequate to meet changing recreational needs of area residents. (E 1)

Principle

3.1 A system of local public park facilities and recreation programs should be provided, coordinated with the programs and facilities of public school districts, semipublic agencies and private organizations, and regional, municipal, state and federal agencies. (E 3.1)

3.2 Local community and neighborhood parks should be located and sized and should contain appropriate facilities to serve both the existing and projected population within each service area. (E 1.2)

Implementation

3.1.1 Review and, as required, revise capital improvement and service programs. (HARD, Service Agencies)

3.1.2 Maintain and implement Hayward Area Recreation and Park District Park and Recreation Plan; coordinate with County General Plan policies and subdivision ordinance standards. (HARD, County Planning Department)

3.2.1 Review and, as required, revise park standards and capital improvement programs. (County Planning Department, HARD)

- 3.2.2 Review and, as required, revise District park and recreation plan; coordinate with County. (HARD, County Planning Department)
 - 3.2.3 Areas that are not currently serviced by a neighborhood park (e.g., Ashland) should be examined; if sufficient need exists, a park should be developed. (HARD, County Planning Department)
- 3.3 The terrain of local park sites should be suitable to accommodate both active and passive recreational activities. (E 1.3)
 - 3.3.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)
- 3.4 Local park sites should be provided with adequate water supply, sewer, police and fire protection services, and should be accessible by foot, bicycle, public transit and by automobile. (E 1.4)
 - 3.4.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department, Service Agencies)
- 3.5 Neighborhood and community recreation facilities should, to the extent possible, be located near the center of their service areas, except where alternative sites may offer considerable advantages (e.g., significant natural features and vistas, incorporation of a public utility easement) over a centrally located site. (E 1.5)
 - 3.5.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)
- 3.6 Neighborhood and community recreation facilities should be conveniently accessible from all parts of their service areas. Facilities should not be separated from their service areas by natural or manmade barriers. Sites which would require hazardous travel should generally not be used. (E 1.6)
 - 3.6.1 Review and, as required, revise park standards. (HARD, County Planning Department)
- 3.7 Neighborhood and community park and recreation facilities should, to the extent possible, be located in predominantly residential areas. (E 1.7)
 - 3.7.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)

- 3.8 To the extent possible, all parklands should be dedicated and held inviolate in perpetuity, protected by law against diversion to nonrecreational purposes and against invasion by inappropriate uses. (E 1.8)
 - 3.8.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)
 - 3.8.2 Utilize provisions of the subdivision ordinance. (County Planning Department)
- 3.9 Each neighborhood park should serve an area no more than one quarter mile in radius, with a population no greater than 4,000. Neighborhood park service areas should be bounded, but not intersected, by major streets. (E 1.9)
 - 3.9.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)
 - 3.9.2 Review and, as required, revise applicable provisions of the subdivision ordinance. (County Planning Department)
- 3.10 Each neighborhood park should include a playground, tot lot, and area for passive recreation, consistent with service area needs. When possible, the playground may be located on an adjoining elementary school site, and the elementary school building serve as a neighborhood recreation center. If separate from a school, the neighborhood park should, in select cases, provide a recreation building. (M 1.10)
 - 3.10.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department, School Districts)

Community Parks, Special Recreation Areas and Facilities

- 3.11 Each community park should include a playfield, recreation building and additional area for passive recreation. Community park facilities should provide outdoor and indoor facilities serving all age groups and providing for a variety of organized group activities. (E 1.11)
 - 3.11.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)

- 3.12 Each community park should have a service area of no more than 1-1/2 miles in radius, with a service area population of no more than 25,000. (E 1.12)
- 3.12.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)
- 3.12.2 Review and, as required, revise applicable provisions of the subdivision ordinance. (HARD, County Planning Department)
- 3.13 Community parks and recreation facilities should be located close to major streets and to public transit service. (E 1.13)
- 3.13.1 Review and, as required, revise park standards and capital improvement programs. (HARD, County Planning Department)
- 3.14 When possible, the community playfield may be located on the site of an adjoining intermediate or secondary school. The playfield should provide areas and facilities normally required to meet the school's physical education program needs. Community park facilities, providing primarily for passive recreation, and a community center building or space in the school building should also be included. (M 1.4)
- 3.14.1 Review and, as required, revise park standards. (HARD, County Planning Department)
- 3.15 Where possible, natural areas and special use recreation areas and facilities should be included as part of the community-wide park system in order to satisfy more diverse and specialized recreation needs and in order to preserve significant natural features. (E 1.15)
- 3.15.1 Review and, as required, revise park standards. (HARD, County Planning Department)
- 3.16 Except where they are developed in order to incorporate significant natural features, community-wide park facilities and other large special use recreation areas and facilities should normally be located such that they are conveniently accessible to all area residents. (E 1.16)
- 3.16.1 Review and, as required, revise park standards. (HARD, County Planning Department)

Education

3.17 When it is determined that a school is to be closed and that the facilities will not be required in the future, the reuse of the property for park, recreation and community facilities should be encouraged. If these alternatives are not feasible, a land use should be designated in the General Plan which is compatible with the neighboring properties and with community needs.(N)

3.17.1 Review all potential school closures and explore alternative uses. (School Districts, City and County governments)

Health Care

3.18 Availability and accessibility to health care facilities should be provided to all residents without financial and geographic barriers.(N)

3.18.1 Review, and, as necessary implement existing programs and support new legislation. (Alameda - Contra Costa Health Systems Agency)

3.19 Health care services should encourage health protection and preventive care.(N)

3.19.1 Support legislation and programs, as required. (Alameda - Contra Costa Health Systems Agency)

Flood Control

OBJECTIVE 4: To reduce exposure to flood hazards; to minimize environmental impacts of flood control improvements.(E 1)

Principle

4.1 Flood Control improvements should be undertaken when required to protect life and property from hazards associated with flood and storm waters. (M 1.1)

4.2 To the extent possible flood control project design should permit the construction of trails, bikeways and recreational facilities. (M 1.2)

Implementation

4.1.1 Review and, as required, revise flood control capital improvement programs. (County Flood Control and Water Conservation District)

4.2.1 Coordinate flood control and park and recreation plans and capital improvement programs. (County Flood Control and Water Conservation District, Park Districts)

4.2.2 Review and, as required, revise flood control design standards. (County Flood Control District)

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| <p>4.3 Flood control improvements should allow for the protection, wherever possible, of important riparian areas. (E 1.3)</p> <p>4.4 The County should be encouraged to consider design of Flood Control improvements to accommodate the 100-year flood. (N)</p> <p>4.5 Setbacks from creek channels should be enforced for new development as described in Article 5 of Chapter 10 of Title 7 of the Ordinance Code of the County of Alameda. (The Watercourse Protection Ordinance) (N)</p> | <p>4.3.1 Review and, as required, revise flood control design standards. (County Flood Control District)</p> <p>4.4.1 Review and, as required, revise flood control design standards. (County Flood Control District)</p> <p>4.4.2 Review and, as required, revise Flood Control Plans for Zones 2 and 3. (County Flood Control District)</p> <p>4.5.1 Enforce the Alameda County Watercourses Protection Ordinance. (County Flood Control District)</p> |
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Solid Waste Management

OBJECTIVE 5: To conserve energy and resources; to provide for the recycling of resources. (E 1)

Principle

- 5.1 Solid waste recycling facilities should be retained and/or provided convenient to all residences, businesses and industries. (E 1.1)

Implementation

- 5.1.1 Review and, as required, amend zoning and site development standards. (County Planning Department)
- 5.1.2 Coordinate all solid waste management programs and planning with the Alameda County Solid Waste Management Authority. (County Planning Department)

Utility Lines and Stations

OBJECTIVE 6: To minimize adverse effects of utility lines and power generating and relay stations on area scenic qualities. (E 1)

Principle

6.1 With the exception of high voltage lines and facilities within residential areas, commercial areas, and scenic open space areas should be placed underground. (E 1.1)

Implementation

6.1.1 Enforce and, as required, revise provisions of subdivision ordinance. (County Planning Department)

6.1.2 Continue undergrounding programs in existing developed areas; develop priorities and standards as required. (Utility Districts and Companies)

6.1.3 Review and, as required, revise design standards and capital improvement programs. (County Planning Department and Utility Districts and Companies)

Police Protection

OBJECTIVE 7: To improve public safety and reduce crime.(N)

Principle

7.1 Residents and the Sheriff's Department should coordinate crime prevention programs. (N)

Implementation

7.1.1 Residents should meet with representatives from the Sheriff's Department. (Community Associations, County Sheriff's Department)

7.1.2 Neighborhood watches should be established throughout the planning area. (Community Associations, County Sheriff's Department)

7.2 New building plans should include measures designed to promote increased security and safety factors. (N)

7.2.1 Develop standards and guidelines. (County Sheriff's Department, County Planning Department)

GLOSSARY

ABAG: Association of Bay Area Governments.

AC Transit: Alameda-Contra Costa Transit District.

A-CCHA: Alameda-Contra Costa Health Systems Agency.

ACFCWCD: Alameda County Flood Control and Water Conservation District.

ADT: Average daily traffic volume in both directions at a given location as measured over a period of time.

Activity Centers: Locations which tend to attract large numbers of people on a regular basis; generally shopping, employment, or institutional areas.

Arterial: A street whose main function is the movement of large volumes of vehicles to destinations outside of residential areas and thus to carry a large portion of through traffic.

BART(D): Bay Area Rapid Transit District.

BATC: Bay Area Transit Corporation, a private non-profit bus company.

Bike Lane: An on-street treatment in which separate auto and bike travel lanes are designated visually by signs and street markings.

Bike Path or Pathway: General term denoting bike facility off the roadway surface though not necessarily out of the roadway right-of-way.

Bike Route: The general term "bike route" indicates a line for travel between origins and destinations. The formal term, "Bike Route," indicates streets in mixed usage - bicycle and auto - which may include segments of the various types of bike facilities.

Bikeways: The term "bikeways" is used to define all facilities that explicitly provide for bicycle travel. Bikeways may be anything from fully grade-separated facilities to simply signed streets.

"C" Level of Service: Traffic moves at a stable flow, but speeds and maneuverability are closely controlled by the volume of traffic. Most drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is maintained.

Caltrans: California Department of Transportation.

CMPU: Central Metropolitan Planning Unit. The cities of Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.

Capacity, Roadway or Possible: The maximum number of vehicles that can pass a given point on a lane or roadway during one hour, under prevailing roadway and traffic conditions.

Carpool: A private automobile with three or more occupants; also, a program by which persons share automobile rides in private automobiles, usually for specific types of trips on a regular basis.

Chip Seal: An application of bituminous binder with a cover of screenings used on asphalt concrete pavements to provide a wearing surface, to provide skid resistant texture, to prevent moisture and air from entering the pavement, and to recondition a dry or weathered surface.

Collector: A street whose main function is to conduct traffic from local residential streets to arterials or freeways, with land access being a secondary function.

Community Park: A local park with sufficient space and outdoor and indoor recreation activities and facilities to satisfy the more diverse and specialized recreation needs in the community.

Community Service Corporation: A non-profit local community group organized to provide a particular service.

Comparison and Customer Intensive Commercial: Commercial uses which require or benefit from clustering and other businesses into centers or areas where it is possible for shoppers to easily walk from one business to another. Examples of such uses are clothing, book, department and small speciality stores.

Condominium: Residential attached structures or single or multi-family construction in which occupants hold legal title to an apartment and communal interest in the land and all improvements. Condominium ownership involves a single deed, the fee simple ownership of an individual unit and an individual interest in a fee representing the common elements.

Convenience Stores: Smaller grocery stores, normally part of a chain-system, built within the last 20 years, with long or late hours of operation, and generally designed for automobile traffic.

"D" Level of Service: Traffic flow becomes more restricted than "C" level, with tolerable operating speeds being maintained. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.

Density: Number of persons living in an area of defined size; usually expressed as persons per square mile or acre.

Dial-A-Ride: A program of vans or other transit vehicles that are "on-call" to riders for door-to-door service. Dial-A-Ride is a type of paratransit, available to certain groups such as handicapped persons.

EBMUD: East Bay Municipal Utilities District.

EBRPD: East Bay Regional Park District.

EMTs: Emergency Medical Technicians.

EPU: Eden Planning Unit. Generally the Eden Township, including the cities of Hayward and San Leandro, and the unincorporated places of Ashland, Cherryland, Castro Valley, and San Lorenzo are in the EPU, as well as unincorporated areas surrounding the City of Hayward.

Elderly: The County Department of Aging defines this term as "older people"; the definition differs for different agencies and programs.

Eligibility Standards: Standards such as age, income or extent of disability used by agencies to determine whether a person is eligible to receive a certain service.

Estimate (population): Computed present or historical population number.

Express Lines (routes): AC Transit bus lines which provide non-stop service between a local service area and downtown Oakland.

FAU: Federal Aid Urban.

FEMA: Federal Emergency Management Agency.

FHWA: Federal Highway Administration.

Flood Fringe: The portion of a 100-year flood plain which is outside of the floodway.

Floodway: The channel of a stream and portion of a flood plain required to carry flood flows of a 100-year flood without significantly rising the level of the flood waters.

Freeway: A roadway whose only function is to carry traffic having controlled access, no parking and grade-separated interchanges.

General Commercial Areas: Areas along primary or secondary streets, with a variety of uses, the majority of which are commercial.

Grocery Stores (or markets): Primarily engage in the retail sale of all sorts of canned foods and dry goods, either packaged or in bulk such as tea, coffee, spice, sugar, and flour; fresh fruit and vegetables; smoked and prepared meats, fish, and poultry. In this Plan, grocery stores are divided into two categories: supermarkets and smaller grocery stores.

HARD: Hayward Area Recreation and Parks District.

HMO: Health Maintenance Organization.

Handicapped: The definition of handicapped differs for different agencies and programs; the most common definitions relate to an inability of the person to perform certain activities, such as boarding a bus, without the aid of a device.

Heavy Secondary, Low-Volume and Predominantly Automobile-Oriented Commercial: Commercial and light manufacturing or wholesaling uses requiring indoor and/or outdoor areas for storage of materials and goods; uses not requiring close, pedestrian proximity to other businesses for commercial success; drive-in uses, including service stations; auto supply and building supply establishments; and other service uses.

Horizontal Alignment: The amount of curvature in a roadway.

Household: All persons occupying a single housing unit, including unrelated individuals and/or families; an occupied housing unit.

Housing Units: A house, an apartment, a group of rooms or a single room occupied or intended for occupancy as separate living quarters.

Independent Path or Bike Trail: A bicycle facility in its own right-of-way entirely or substantially separated from moving and parked motor vehicles and from pedestrians, both along the right-of-way and at intersections. Includes paths specially provided for cycles, park and greenbelt trails, service roadways along utility rights-of-way, drainage and irrigation canals, etc.

Infill (development): Development of vacant, usable land in substantially developed areas which have been previously passed over for development.

LAFC--Local Agency Formation Commission: Has authority to approve, disapprove, or amend proposals for incorporation of a city, formation of a special district, annexation to an agency, exclusion of territory from or disincorporation of a city, and consolidation of two or more cities.

Level of Service: Any one of an infinite number of differing combinations of operation conditions that may occur on a given lane or roadway when it is accommodating various traffic volumes. Selected specific levels of service, designated A through F from best to worst, cover the entire range of traffic operations that may occur.

Local Parks: Areas, usually owned or leased by a public agency, providing for the recurring and specialized recreation need of residents.

Local (minor) Street: Intended primarily to provide access, both vehicular and pedestrian, to adjoining properties.

Low and Medium Density Residential: Predominantly single-family detached and attached, and duplex structures with a net residential density of between 6000 to 3500 square feet/unit. (Community Plan Land Use Category)

Low and Suburban Density Residential: Residential uses, development, or subdivisions with a gross density greater than 1.0 units per acre and usually less than 6.6 units per acres. (General Plan Land Use Category)

Low Density Residential: predominantly single-family detached structures with a net residential density of between 7000 to 5000 square feet/unit. (Community Plan Land Use Category)

Lower Income: The definition of lower income persons differs for different agencies and programs; HUD's definition is persons earning less than 80 percent of the median income in the metropolitan area.

Major Street: A collector or arterial, as defined.

Medical Office: Offices, clinics and smaller laboratories of dentists, optometrists, osteopaths, physicians, and other medical professionals.

Medium Density Residential: Predominantly duplexes and triplexes with a net residential density of between 3000 to 2000 square feet/unit. (Community Plan Land Use Category)

Medium and High Density: Predominantly larger multi-family structures with a net residential density of between 3000 to 1000 square feet/unit. (Community Plan Land Use Category)

Medium and High Density Residential: Residential uses and developments with a gross residential density of 6.7 units per acre or more. (General Plan Land Use Category)

Minibus: A van or small bus.

Mixed Use Development: A mixture of at least three types of mutually-supporting activities (such as residential, commercial, and recreational) in a single development project, often large in scale.

MTC: Metropolitan Transportation Commission.

"Mom and Pop" Stores: Older or smaller grocery stores, independently owned, with shorter hours of operation, and often designed for neighborhood pedestrian traffic.

Multiple Use Development: A project incorporating two or more uses but lacking the scale and functional diversity of mixed use development.

Neighborhood Centers: Provide for the sale of convenience goods (foods, drugs, and sundries) and personal services (laundry and dry cleaning, barbering, shoe repairing, etc.) for day-to-day living needs of the immediate neighborhood. The principal tenant is a grocery store.

Neighborhood or Convenience Commercial: Uses, or collections of uses, in centers or compact areas providing for the day-to-day shopping needs of residents. In all cases centers or areas should include a grocery store.

Neighborhood Park: A local park with sufficient space and outdoor and indoor recreation activities and facilities to serve frequently occurring recreation needs of all age groups within convenient walking distance of the park.

Paratransit: Programs, that use vans, taxis, or other vehicle to provide specialized service that is not provided by regular transit service. Paratransit service is provided to groups with special needs, such as some elderly and handicapped persons.

Policy: A definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

Projection (population): Computation of future changes in population numbers, given certain assumptions about future trends in the rates of fertility, mortality, and migration.

Protected Lane: An on-street bike lane in which a positive physical separation is placed between bikes and moving motor vehicle traffic. Separation may be achieved through striped buffer areas, raised and possibly landscaped median strips, or by placing the lane between parked cars and the curb.

Public Services: The services and facilities provided by a public agency including, but not limited to sewage collection and treatment, water supply and distribution, police and fire protection, education, parks and recreation, solid waste collection and disposal, energy, and flood control.

RIDES: RIDES for Bay Area Commuters, Inc., a non-profit corporation established by the State of California.

Right-of-Way: Land which by deed, conveyance, agreement, easement, dedication, usage or process of law is reserved for and dedicated to the use of the general public for road or highway purposes.

Rural Residential: Existing, projected or proposed residential uses which typically do not require public water supply or sewer service. Sanitation facilities usually involve septic tank systems. Includes residential areas in which the average lot size is more than one acre, but typically those areas which gross density is one unit per five acres.

Sight Distance: The continuous length of highway ahead visible to the driver.

Slurry Seal: A mixture of asphaltic emulsion, fine aggregate and water, used to fill shrinkage cracks, prevent air and moisture from penetrating the pavement, and to recondition dry or weathered asphalt concrete pavements.

Smaller Grocery Stores: Grocery stores with a smaller inventory than a supermarket, meeting the convenience needs of the immediate neighborhood and having a limited assortment of fresh fruits and vegetables and some with fresh-cut meat. In this Plan, smaller grocery stores are divided into two sub-categories: convenience stores and "mom and pop" stores.

Special District: An agency of government organized and established according to State Law to perform one or more definite functions and having power to tax, impose service charges, and incur long-term debt for capital construction through the issuance of bonds.

Special Study (Alquist-Priolo) Zones: Zones delineated by the California State Geologist to encompass potentially hazardous faults. The Alquist-Priolo Geologic Hazard Zones Act is intended to provide policies and criteria to assist local and State agencies in providing public safety in hazardous fault zones.

Sphere of Influence: A plan for the probable ultimate physical boundaries and service area of local governmental agency.

Strip Development: A continuous ribbon of commercial development of mixed uses usually on both sides of the roadway.

Supermarkets: Larger grocery stores, approximately 20,000 square feet and larger, part of a chain store system or independent with a variety of items including fresh meat, and fruits and vegetables. Generally used for weekly shopping needs.

Taxicab Subsidy: A type of paratransit program involving a user-side subsidy (discounted fare) for taxicab rides.

TDA: State of California Transportation Development Act.

Traffic Control Measures: Include, among other things, directional and warning signs, roadway markings, median dividers, barricades, speed bumps, traffic signals, stop and yield signs, as well as speed limits and law enforcement.

Transbay Lines (Routes): AC Transit bus lines between the East Bay and San Francisco.

Transit Amenities: As used in this report, amenities refer to off-vehicle transit facilities for the comfort and convenience of riders including bus shelters and benches and informational signs.

Transit Modes: The type of transit vehicle; also, more broadly, any type of transportation including walking.

Transportation Brokerage: Primarily an informational program whereby a broker identifies the public or private services available to a particular rider.

Trunk Lines (Routes): AC Transit bus routes which serve several bus lines.

UMTA: U.S. Department of Transportation Urban Mass Transportation Administration.

U.S.D: Unified School District.

Urban Development: Existing, projected or proposed public, commercial, and/or residential uses, which typically require a range of municipal type services, including public water supply, sewer service, fire and police protection services and schools. Includes residential development with a gross average density of more than one unit per acre.

User-side Subsidy: A program which discounts the price of transit rides for certain types of riders, such as elderly or handicapped persons.

Vanpool: A van with three or more occupants; also, a program by which persons share van rides, usually in private vehicles, for specific types of trips on a regular basis.

Warrant: An accepted condition or set of conditions that must be met before a traffic control measure is adopted.

100-Year Flood: The flood having one percent chance of being equalled or exceeded in any given year.

Appendix A

ESTIMATED HOUSING AND POPULATION POTENTIAL

HOUSING POTENTIAL

The principles in the plan provide general direction as to the location and character of various types of residential development within the planning area. This section summarizes the magnitude of the permitted changes or potential changes detailed in the infill potential section of the Residential Background Report.

It should be noted that the data serve to quantitatively measure the implementation of plan principles. They do not constitute a projection of residential development, which will be affected by complex social and economic influences.

The residential projects are based on land availability, without comprehensive consideration of physical and human constraints (geologic, slope, transportation, water, fire protection, etc.).

Table 1 presents by subarea, 1) estimated 1980 existing dwelling units; 2) projected low and high estimate of additional permitted units and 3) total "end-state" dwelling units (1 plus 2). The low and high estimates are based on different density assumptions for undeveloped or marginally developed sites. Figure 7, is a map of the subareas.

In 1980 there were approximately 1,400 dwelling units in the planning area. The estimate indicates a potential for approximately 3,900 and 6,000 additional units. Between 1970 and 1980, an annual average of 100 dwelling units were added to this area. If new construction continued at the same rate the area will reach full development in 39 and 60 years (2019 and 2040).

POPULATION POTENTIAL

The total potential population is based on the estimated housing potential. Two household sizes were applied to both the low and high housing capacities to provide a range of estimated potential population.

From 1960 through 1980, household sizes have been declining. Table 2 presents a range of household sizes used to determine the potential population at full development under the Plan. The stable or low rate assumes that household size will stabilize at the 1980 rate. The declining rate assumes that household size will continue to decline. The rate of decline is based on the household size estimate in Projections 1983 - Population, Employment and Housing Forecasts for the San Francisco Bay Area, Association of Bay Area Governments, June 1983.

Table 3 presents the total potential population. The low range is the low estimate of potential units multiplied by the stable and declining household size rate and the high range applies the high housing estimate to both rates. The low and high ranges are the same in the cases where the low and high housing capacities are the same. In 1980 the total planning area population was 20,032, the estimated potential is between 33,005 and 40,722.

Table 1
Planning Area Estimated Housing Capacity

	Existing 1980	Additional Permitted		Total	
		Low	High	Low	High
Ashland					
A-1	733	21	21	754	754
A-2	670	381	547	1,051	1,217
A-3	1,281	214	517	1,495	1,798
A-4	531	199	209	730	740
A-5	181	-	-	181	181
A-6	491	-	-	491	491
A-7	143	4	4	147	147
A-8	579	610	912	1,189	1,491
A-9	336	24	24	360	360
A-10	211	21	22	232	233
A-11	248	162	297	410	545
A-12	205	-	-	205	205
A-13	130	101	133	231	263
Total	5,739	1,737	2,686	7,476	8,425
Cherryland					
C-1	290	199	250	489	540
C-2	851	422	587	1,273	1,438
C-3	1,141	443	594	1,584	1,735
C-4	1,082	567	865	1,649	1,947
C-5	284	115	198	399	482
Total	3,648	1,746	2,494	5,394	6,142
Hillcrest Knolls					
HK-1	429	80	80	509	509
Hayward Acres					
HA-1	790	237	515	1,027	1,305
HA-2	234	2	2	236	236
HA-3	555	121	222	676	777
Total	1,579	360	739	1,939	2,318
Total Planning Area	11,395	3,923	5,999	15,318	17,394

TABLE 2
PERSONS PER HOUSEHOLD

	Stable Rate	Declining Rate
Ashland	2.14	2.27
Cherryland	2.05	2.29
Hillcrest Knolls	2.35	2.50
Hayward Acres ¹	2.45	2.70

¹ Includes Happyland

Table 3

TOTAL POPULATION IN HOUSEHOLDS

	Low ¹		High ¹	
Ashland				
A-1	1,614	- 1,712	1,614	- 1,712
A-2	2,249	- 2,386	2,604	- 2,763
A-3	3,199	- 3,394	3,848	- 4,081
A-4	1,562	- 1,657	1,584	- 1,680
A-5	387	- 411	387	- 411
A-6	1,051	- 1,115	1,051	- 1,115
A-7	315	- 334	315	- 334
A-8	2,544	- 2,699	3,191	- 3,385
A-9	770	- 817	770	- 817
A-10	496	- 527	499	- 529
A-11	877	- 931	1,166	- 1,237
A-12	349	- 465	439	- 465
A-13	494	- 524	563	- 597
Total	15,997	- 16,972	18,031	- 19,129
Cherryland				
C-1	1,002	- 1,120	1,107	- 1,237
C-2	2,610	- 2,915	2,948	- 3,293
C-3	3,247	- 3,627	3,557	- 3,973
C-4	3,380	- 3,776	3,991	- 4,459
C-5	818	- 914	998	- 1,104
Total	11,057	- 12,352	12,591	- 14,066
Hillcrest Knolls				
HK-1	1,201	- 1,273	1,201	- 1,273
Hayward Acres				
HA-1	2,516	- 2,773	3,197	- 3,523
HA-2	578	- 637	578	- 637
HA-3	1,656	- 1,825	1,904	- 2,098
Total	4,750	- 5,235	5,679	- 6,258
Total Planning Area	33,005	- 35,832	37,502	- 40,722

¹ The low and high ranges are the same in the cases where the low and high housing capacities are the same.

² Includes Happyland

APPENDIX B

Changes in Policies from General Plan Unincorporated Area Policies

The objectives and principles are based on the unincorporated policies in the General Plan for the Central Metropolitan, Eden and Washington Planning Units. This appendix shows the changes (underlining for additions or ~~crossing out~~ for deletions) for all new (N) and modified (M) policies. The existing (E) policies are not included. For all modified policies the corresponding number in the General Plan (M 1.2) is designated.

RESIDENTIAL

OBJECTIVE 1: To ensure a supply of housing adequate to meet the need of persons and households choosing or needing to live in the ~~unincorporated communities~~ planning area. (M 1)

Principle

- 2.1 All housing should be adequately maintained and, where required, rehabilitated to protect the health and safety of residents, ~~rehabilitated~~ (M 2.1)
- 3.4 Development which enhances the character of the community and is consistent with the desires of the local residents should be encouraged. (N)
- 3.5 The traffic impacts of new residential development should be within the level of service guidelines in this Plan. (N)
- 3.6 At the appropriate time, the boundaries of the unincorporated communities in the Eden Planning Unit should be reassessed to determine if a boundary change is warranted. (N)
- 4.1 Low ~~and///suburban~~ density residential development may locate throughout the urban area, but generally should be excluded from areas required for commercial uses, for park and public facilities, or from areas otherwise qualifying under these policies from medium and high density, multi-family residential uses. (M 4.3)
- 4.2 Within existing, predominantly single family developed residential areas, the density of new, ~~suburban//and~~ low density residential development should be equal to the typical, or average density of surrounding fully developed residential uses. (M 4.4)
- 4.3 ~~suburban//and~~ Low density residential projects may include attached and/or detached residential units, provided that the development is otherwise compatible, in scale, bulk, and siting with surrounding

residential uses. Attached and semi-attached unit development will be encouraged in areas where unit clustering will allow significant natural or man-made features to be preserved. (M 4.6)

- 4.4 All ~~suburban~~ and low density residential projects should provide adequate, usable open space directly accessible to each unit at the ground level. (M 4.7)
- 4.5 Low and medium density residential development, consisting of new detached single family and/or duplex structures may locate in residential areas where existing lots are typically deep and where there is an existing mix of single family, and duplex ~~triplex~~ residences. (N)
- 4.6 Within predominantly duplex and triplex residential areas, the density of new infill development should not exceed the typical or average density of the surrounding area. (N)
- 4.7 New infill development in areas with a wide variety of residential land uses, single family, duplex, triplex and multi-unit structures should result in a net medium residential density. (N)
- 4.8 New medium and high density residential development, of attached and/or semi-attached units, should be located:(E)
- . As infill within areas where there are existing concentrations of medium and high density, multi-unit residential units; (E)
 - . Within ~~areas of compatibility, downtown, and office commercial use~~ General Commercial areas, if the residential uses are an integrated part of a multi-use or mixed use project, and if the residential uses do not preclude commercial development or otherwise interfere with commercial activities; (M 4.8)
 - . In other urban area sites located on or with their principal access to a major street (collector or arterial) and within convenient walking distance, not to exceed 1/4 mile of convenience commercial uses, park and recreation facilities, and public transit service; (E)
 - . Within General Commercial areas, if adequate land is assembled and buffering, landscaping, and design measures are included.(N)

COMMERCIAL

Principle

- 1.1 Areas containing a number of commercial sites and/or establishments should remain in commercial use ~~and~~ These areas should serve as the core of any further commercial development, provided this new development is consistent with other plan principles and objectives. (M 1.1)

- 1.2 New commercial development should not be permitted within established residential or industrial areas, except where there is a demonstrated need for commercial uses auxiliary to the principal land uses or where there is a demonstrated need for expansion of an existing commercial area. (M 1.2)
- 1.3 All commercial development should be compact and provide for efficient use of sites. All commercial projects should provide adequate usable building area for existing and/or proposed uses, sufficient area for off-street parking and loading activities, convenient access for major public streets and should be designed to ensure pedestrian and vehicular safety. (M 1.3)
- 1.10 The continuance of nonconforming uses should be discouraged where nonconforming uses exist: landscaping, buffering, noise and parking requirements should be enforced.(N)
- 1.11 Retail and service establishments which attract a high volume of customers and which depend upon a supportive cluster of other businesses for commercial success should ~~be centrally located in each community to one or more interconnected shopping centers~~ generally not be located within defined General Commercial areas except where these uses would adjoin other similar uses within existing Regional Centers and Areas. (M 1.11)
- 1.12 Comparison customer intensive commercial ~~centers and areas~~ uses should be located and planned to provide convenient pedestrian access to ~~and movement between establishments~~ similar uses within Regional Centers. (M 1.12)
- 1.13 Commercial and light manufacturing or wholesaling uses requiring extensive indoor and/or outdoor areas for the storage of materials and goods, as well as drive-in uses, auto supply and building supply establishments, and other commercial uses not normally requiring pedestrian proximity to other businesses should be located in ~~areas which are peripheral to comparison and customer intensive commercial areas and centers~~ designated General Commercial Areas. (M 1.13)
- 1.14 New residential development should be permitted in General Commercial Areas provided adequate buffering and design measures are included. (N)
- 1.15 Office uses may be located in ~~areas of heavy, secondary, low volume and predominantly automobile oriented commercial uses~~ General Commercial areas. (M 1.17)
- 1.16 Efforts should be made to upgrade General Commercial areas and attract new businesses. (N)

- 1.18 Convenience shopping centers should be spaced such that each center has a service area approximately one mile in diameter (1/2 mile radius), except where high population densities may support a closer spacing. (M 1.20)
- 1.22 Convenience commercial facilities should be located on or near a street corner. They should be developed in attractively landscaped settings, preferably ~~near~~ close to recreational and cultural facilities. (M 1.25)
- 1.23 ~~Convenience commercial uses should be permitted within central commercial areas, in conjunction with other commercial uses. Where possible~~ Convenience commercial uses should be sited to minimize interference with ~~comparison and customer intensive commercial uses~~ shoppers goods uses. (M 1.26)
- 1.24 For convenience, smaller grocery store centers should be spaced such that each center has a service area approximately 1/2 mile in diameter (1/4 mile radius), however they should not detract from Neighborhood Commercial Centers. (N)
- 1.25 Office uses may located in Neighborhood Commercial Centers.(N)

INDUSTRIAL

OBJECTIVE 1: ~~To retain existing industrial uses and to provide adequate sites for new industrial development;~~ To minimize the adverse impacts on industrial development and activity on adjoining land uses and on environmental resources and hazards. (M 1)

Principle

- 1.1 ~~Any additional~~ Industrial development ~~and~~ redevelopment should first occur as infill within existing industrial areas and ~~districts. Projects~~ should be compatible with existing industrial uses in terms of type and intensity of use. (M 1.1)
- 1.2 Any ~~new~~ industrial development sites ~~in the unincorporated areas, or change in industrial use,~~ should normally be provided with basic urban services, including water and sewer service and fire protection service. (M 1.2)
- 1.10 Spot industrial development sites should be discouraged. (N)
- 1.11 Residential uses should be discouraged from developing in industrial areas.(N)
- 1.12 Industrial districts and areas should be on arterial streets. (N)

STREETS AND HIGHWAYS

Principle

- 1.5 Every effort should be made to ensure regular maintenance of all roads in order to minimize long-term maintenance costs. (N)
- 1.6 A thorough traffic analysis including determination of the existing capacity of the planning area's roadways should be undertaken in order to evaluate the potential impact of future development on the street system. (N)
- 1.7 Minimum width standards for local (minor) streets should be evaluated to determine whether lesser widths, which would save energy, land and money, could be used without a reduction in traffic safety.(N)
- 1.8 Every effort should be made to avoid through traffic in residential areas. New street planning should be undertaken to relieve heavy traffic in neighborhoods.(N)

TRANSIT

Principle

- 1.2 Transit service should be adequate to meet ~~peak/hour~~ travel demand ~~to and within major activity areas, assuring~~ particularly to major activity centers, with reasonable comfort and convenience. (M 1.2)
- 1.3 The overall transportation system should include a variety of modes, facilities, and routes consistent with travel needs. (M 1.3)
- 1.5 Transit facilities and services should be sufficient to meet the needs of existing and planned development; planned development should be coordinated with major transit routes and public investment. (N - from Countywide principles)
- 1.6 The displacement of residents should be minimized for all roadway and transit alignments; if residents are displaced, attempts should be made to salvage or move existing houses. (N)
- 1.7 The area below all elevated transit lines should be properly landscaped. (N)
- 1.8 Bus routes should be along streets with sidewalks and gutters. If a bus route is desired on a street without sidewalks, every effort should be made to have them installed, or at a minimum, a landing for riders to wait on should be installed.(N)
- 1.9 Transit information and coordination should be encouraged to increase transit use awareness and minimize duplication of services.(N)

OBJECTIVE 2: To provide for efficient and effective use of limited funding resources available for the development, operation and maintenance of transportation facilities and services. (N - from Countywide principles)

Principle

- 2.1 Priority should be given to those measures which will maintain and, where required, improve the capacity and effectiveness of existing transportation facilities. (N - from Countywide principles)

OBJECTIVE 3: To reduce existing or potential problems of congestion in major activity areas and along major transportation corridors. (N - from Countywide principles)

Principle

- 3.1 The use of public transit should be encouraged. The speed, frequency and efficiency of transit service should be improved to enable it to effectively compete with the private automobile as a feasible and attractive transportation choice. (N - from Countywide principles)
- 3.2 The use of the private automobile should be discouraged within major activity areas and along major transportation corridors, particularly during periods of peak travel demands. (N - from Countywide principles)
- 3.3 Changes in work schedules should be encouraged in order to distribute work-related travel demand over a broader period of time. (N)
- 3.4 Use of alternative transit modes, such as carpools and vanpools, should be encouraged where standard transit services are unable to substitute for the private automobile. (N)
- 3.5 To encourage carpools and vanpools, designated parking areas should be provided. (N)

BIKEWAYS AND PEDESTRIAN WAYS

Principle

- 1.1 A system of bikeways should be provided within the unincorporated areas, coordinated with facilities development in the adjoining cities. The bikeways system should: (E 3.1)
- . Be coordinated with other transportation routes and facilities; (E)
 - . Provide convenient and safe access to community and regional activity, employment, shopping, education areas and recreation and to public service centers and facilities; and (M 3.1)
 - . Provide direct routes between destinations and trip origins. (E)

- 1.4 Bikeways should be considered in all new developments and street improvement projects.(N)
- 2.1 Sidewalks, curbs and gutters should be provided along all ~~streets in major commercial and medium and high density areas; along and in the vicinity of use~~ residential and commercial streets which generate significant amounts of pedestrian traffic, including convenience commercial areas and centers and public schools; and along major streets and other streets where sidewalks or pathways may be required to ensure pedestrian safety and comfort. (M 4.1)

PUBLIC FACILITIES AND SERVICES

Principle

- 1.3 Residential, commercial and industrial development should be contingent upon adequate existing public facilities or developers be required to provide financing or secure financing for public services and facilities.(N)
- 2.4 Facilities should be attractively designed and landscaped, and should be adequately maintained. Facilities ~~located in predominantly single-family residential areas~~ should be aesthetically compatible with the surrounding neighborhood. (M 1.4)
- 2.5 Facilities involving high levels of activity - day and/or night - should generally be located ~~outside of, or at the perimeter of, residential neighborhoods,~~ along arterial routes. Provisions should be made to divert use-related traffic away from residential streets. (M 1.5)
- 3.10 Each neighborhood park should include a playground, tot lot, and area for passive recreation, consistent with service area needs. When possible, the playground may be located on an adjoining elementary school site, and the elementary school building serve as a neighborhood recreation center. If separate from a school, the neighborhood park should, in select cases, provide a recreation building. (M.1.10)
- 3.17 When it is determined that a school is to be closed and that the facilities will not be required in the future, the reuse of the property for park, recreation and community facilities should be encouraged. If these alternatives are not feasible, a land use should be designated in the General Plan which is compatible with the neighboring properties and community needs.(N)
- 3.18 Availability and accessibility to health care facilities should be provided to all residents without financial and geographic barriers. (N)

- 3.19 Health care services should encourage health protection and preventive care. (N)
- 4.1 Flood Control improvements should be undertaken when required to ~~eliminate/signtificat/e/adding/problems/in/existing/urbanized/areas~~ protect life and property from hazards associated with flood and storm waters. (M 1.1)
- 4.2 To the extent possible flood control project design should incorporate permit the construction of trails, bikeways and recreational facilities. (M 1.2)
- 4.4 The County should be encouraged to consider design of Flood Control improvements to accommodate the 100-year flood. (N)
- 4.5 Setbacks from creek channels should be enforced for new development as described in Article 5 of Chapter 10 of Title 7 of the Ordinance Code of the County of Alameda. (The Watercourse Protection Ordinance) (N)

POLICE PROTECTION

OBJECTIVE 7: To promote public safety and reduce crime. (N)

Principle

- 7.1 Residents and the Sheriff's Department should coordinate crime prevention programs. (N)
- 7.2 New building plans should include measures designed to promote increased security and safety factors. (N)

APPENDIX C

RESOLUTION

THE COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY
HAYWARD, CALIFORNIA

RESOLUTION NO. 83-31 - AT MEETING HELD JUNE 20, 1983

Introduced by Commissioner Leonard
Seconded by Commissioner Spiliotopoulos

WHEREAS pursuant to the provisions of the Planning Law (Title 7 of the Government Code) it is the function and duty of the County Planning Agency of Alameda County, California to prepare and of the County Planning Commission to approve a comprehensive long-term general plan for the physical development of the County, such plan to be known as the General Plan; and

WHEREAS said Planning Law provides that the Commission may approve and recommend adoption by the Board of Supervisors of amendments to all or part of the General Plan and to Elements of the Plan when the Commission deems it necessary; and

WHEREAS the County of Alameda has an official General Plan entitled GENERAL PLAN, OF ALAMEDA, STATE OF CALIFORNIA, adopted by the Board of Supervisors on May 26, 1966 and amended periodically through May 17, 1982 through plan amendment and adopting of plan amendments; and

WHEREAS this Commission did announce its intent to consider the adoption of said text and maps for the UNINCORPORATED EDEN (PORTION) AREA PLAN; and

WHEREAS duly noticed public hearing was held to consider said text and maps for the UNINCORPORATED EDEN (PORTION) AREA PLAN on March 7, April 4, April 18 and May 9, 1983; and

WHEREAS in accordance with California Environmental Quality Act and State and County EIR guidelines an initial study was conducted, after due notice was determined that there were no significant impacts and Negative Declaration was prepared and approved concurrent with this action; NOW THEREFORE

BE IT RESOLVED that this Commission does hereby approve the Draft UNINCORPORATED EDEN (PORTION) AREA PLAN with recommended changes in the June 20, 1983 staff report, and does recommend public hearing and adoption by the Board of Suervisors of the said Plan.

ADOPTED BY THE FOLLOWING VOTE:

AYES: Commissioners Shockley, Tully, Sutherland, Spiliotopoulos, Leonard

NOES: None

ABSENT: Commissioner Bernhardt

EXCUSED: Commissioner Douglas

WILLIAM H. FRALEY - PLANNING DIRECTOR & SECRETARY
COUNTY PLANNING COMMISSION OF ALAMEDA COUNTY

THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA

On motion of Supervisor.....Bort....., Seconded by Supervisor.....Santana.....,
 and approved by the following vote,
 Ayes: Supervisors.....Bort, Cooper, Santana and Chairman George - 4.....
 Noes: Supervisors.....None.....
 Excused or Absent: Supervisors.....Excell - 1.....

THE FOLLOWING RESOLUTION WAS ADOPTED: November 3, 1983 NUMBER R-83-781A

APPENDIX D

PLAN AMENDMENT UNINCORPORATED EDEN AREA (PORTION) PLAN:

A Part of the County of Alameda General Plan

WHEREAS, the County of Alameda has an official General Plan entitled GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, adopted by the Board of Supervisors on May 26, 1966, and amended periodically through April 7, 1983; and

WHEREAS, changed conditions require this Board of Supervisors to consider amendments to said General Plan; and

WHEREAS, the Board of Supervisors did receive Resolution No. 83-31 from the County Planning Commission of Alameda County relating to Commission's consideration of amendments to the official General Plan entitled GENERAL PLAN, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, and to the elements of said General Plan for an area of Alameda County known as Unincorporated Eden Area (Portion), Eden Township, California, as shown on a map on file in the office of the Alameda County Planning Commission, 399 Elmhurst Street, Hayward, California.

WHEREAS pursuant to the provisions of the Planning law (Title 7 of the Government Code of the State of California), the Board held a duly noticed public hearing to consider said amendments to text and maps for the UNINCORPORATED EDEN AREA (PORTION) PLAN: Part of the Alameda County General Plan on July 7, September 1 and November 3, 1983; and

WHEREAS a Negative Declaration for said amendment was completed, June 20, 1983, which concludes that the proposed amendment to the General Plan would not have a significant effect on the environment; and

RESOLUTION NO. R-83-781A

NOVEMBER 3, 1983

PAGE NO. 2

WHEREAS, this Board did review and include an addition to Appendix A, titled, "Population Potential" as required by State Law; NOW THEREFORE

BE IT RESOLVED that:

- 1) This Board of Supervisors does hereby approve the attached Negative Declaration titled UNINCORPORATED EDEN AREA (PORTION) PLAN and certifies that the Negative Declaration has been completed in compliance with CEQA and the State EIR Guidelines; and
- 2) This Board of Supervisors does hereby approve the UNINCORPORATED EDEN AREA (PORTION) PLAN of the GENERAL PLAN, ALAMEDA COUNTY, STATE OF CALIFORNIA.

U.C. BERKELEY LIBRARIES



C124887187

